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Hight Grain Co., grain brokers.
Smith & Co., F. P., grain brokers & commission.

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Schuff & Co., A. C., grain & hay.
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Jones & Rogers, grain dealers.*
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Miller & Sons, L. F., grain, seeds, hay.*
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McCaffrey's Sons Co., Daniel, hay, grain, millfeed.
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Bragg, W. G., commission, grain, hay, millfeed.
Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

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Shepherdson Co., M. T., receivers and shippers.

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Craig, J. V., hay and grain broker.*

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Kelly, Edward, wholesale grain & commission.
Roth Grain Co., grain and commission.

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GRAIN DEALERS JOURNAL

La Salle Street

CHICAGO - ILLINOIS

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and keeping a complete record of them. There are four forms arranged so a
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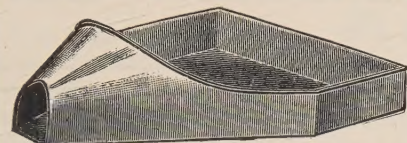
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J. F. Zahm & Co., Toledo, O.

Members Toledo Produce Exchange and
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“HERE SINCE 1879”

WHEN “SEEDY”
TRY
C. A. KING & CO.
Futures and Consignments.
Red Clover, Timothy and Alsike.
TOLEDO Leads the World

ALWAYS ON TOP

For the best of service send your Grain business to

SOUTHWORTH & COMPANY
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Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus., and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

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GRAIN DEALERS JOURNAL
315 S. LaSalle St. CHICAGO, ILL.

Clark's Double Indexed Car Register

Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14½ inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: “Initial,” “Car No.” and “Record.”

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

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GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.

J. H. Riheldaffer Co.

153 Chamber of Commerce Annex
MINNEAPOLIS

Grain Commission

Careful personal attention given
to consignments.

SHIP TO
H. POEHLER CO.
EST. 1855
GRAIN COMMISSION
MINNEAPOLIS DULUTH

H. L. HANKINSON & CO.

GRAIN COMMISSION
Solicit Your Consignments
MINNEAPOLIS
MILWAUKEE DULUTH

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Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages. Price, \$1.00.

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

WE SOLICIT A TRIAL CAR

We solicit a trial car on what we have done for others—we prove our worth on what we do for you. Let us have the next car?

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GRAIN COMMISSION.

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Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5½x8½ inches. Machine perforated. Price with four sheets of carbon paper, 85 cents.

GRAIN DEALERS JOURNAL
315 S. La Salle Street Chicago, Ill.

E. L. WELCH COMPANY
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We Make a Specialty of

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YOURS TO

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Paid-Up Capital, \$75,000

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We own Fireproof Terminal Elevator at Minneapolis for transferring and cleaning our customers' grain, but do not own country elevators.

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Send Samples—Barley—Oats—Flax and Low Grade Wheat for Quotations


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See LEMONT before you sell that
CORN
 Our trade wants it. Buy outright or handle on
 Commission.
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E. E. DELP GRAIN CO.
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 BOURBON, INDIANA
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 **CORN** and oats in split cars find a
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TWELFTH EDITION

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 It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors
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 Marginal index for quickly finding table wanted.
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 The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley,
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 Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.
 Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 36 1/2 cents
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McCRAE, MORRISON & COMPANY
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WHOLESALE GRAIN DEALERS
 When you want QUICK SERVICE, HIGH QUAL-
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 consult us.
 None are more able to give you this than we.
 Correspondence Solicited. KENTLAND, INDIANA

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Wants Correspondence with members of the
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 yellow shelled corn and re-cleaned white oats.

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Buyers of Wheat, Corn, Natural and
 Clipped Oat, Choice Rye. Write for
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Consign your Hay and Grain to
Benedict Commission Co., Ltd.
 Receivers and Exporters
 Facilities Unsurpassed NEW ORLEANS, LA.

**CRABBS REYNOLDS
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 GRAIN AND CLOVER SEED
 CRAWFORDSVILLE INDIANA

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 & Elevator Co.**
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 Grain, Hay, Millfeed, Flour

**LANGENBERG
 Hay and Grain Co.**
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 Consignments Solicited
 Branch of Langenberg Bros. & Co., St. Louis, Mo

W. F. HECK & CO.
 Will handle your consignments on regular
 terms, or buy outright
GRAIN, HAY, STRAW and MILL-FEED
 Car or mixed car lots
 727 Wabash Bldg. PITTSBURGH, PA

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 Wholesale Grain and Commission Merchant
 In the heart of the Kansas turkey wheat
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 Member Wichita Board of Trade—
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 Your Orders Solicited Wichita, Kan.

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Stockbridge Elevator Co.
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 JACKSON, - MICHIGAN
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Make 1912 a bigger and better year.
 A sure way is by consigning to
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BUCKLEY, PURSLEY & CO.
 Commission Merchants
GRAIN AND SEEDS
 10 Chamber of Commerce, PEORIA, ILL.

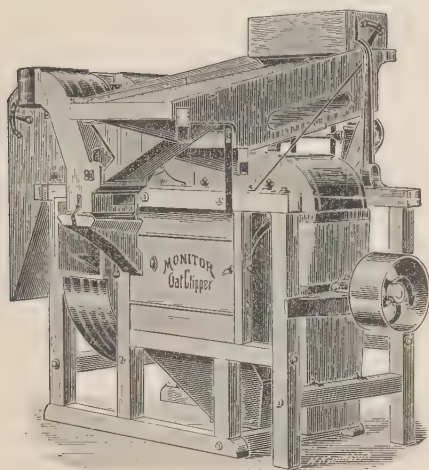
WILLIS E. SHELDEN
 Wholesale Grain
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MATTHEW D. BENZAQUIN
 GRAIN AND FEED
 Brokerage and Commission
 Domestic and Export
 505 Chamber of Commerce, BOSTON, MASS.

WE HANDLE all kinds of grain and
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 specialty of off grade and sample wheat, feed
 barley, kaffir corn, etc.
 Correspond with us. Think it will pay you.
THE D. W. RANLET CO.
 708 Chamber of Commerce Boston, Mass.

THE SIMPLEST WAY TO CLIP OATS

And The Cheapest Way, Too



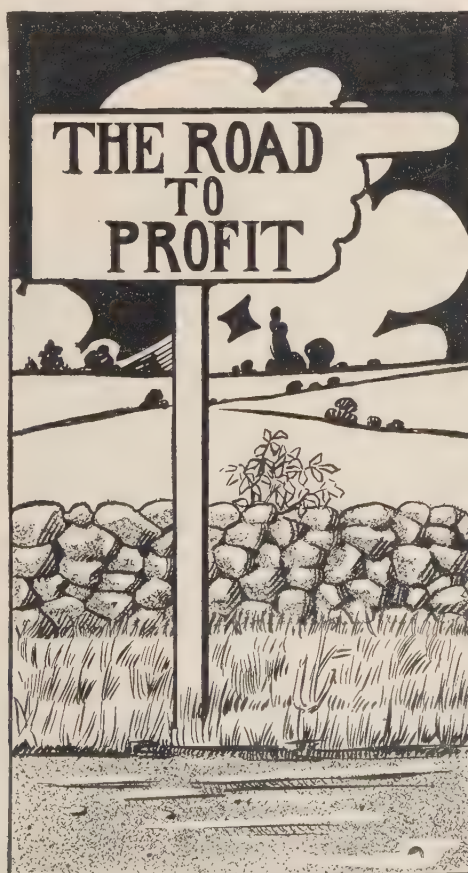
“MONITOR”

In a majority of our best equipped elevators, you will find the “Monitor Oat Clipper.” Nearly twenty years of success has placed the “Monitor” at the front; the reason is, the “Monitor” is easily the simplest and cheapest machine to use. Its adjustment is perfect—any range of work, from light to heavy clipping, is easily handled. Oats are clipped to perfection—there is no waste. Oats are cleaned—all seeds and impurities removed. Oats are polished and brightened—their appearance improved. Regulation is sensitively perfect. Power is no more than that of machines that cannot equal the “Monitor’s” work. Cost of upkeep is small—a “Monitor” will last for years. Send for catalog No. 45.

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**HUNTLEY MFG. CO.,
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FIFTY-ONE DOLLARS INVESTED

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“EUREKA”

GRAIN TESTING OUTFIT

will bring

ENORMOUS RETURNS

The only thing of its kind for testing office or mail samples. Adopted by State Grain Inspectors, Government Experiment Stations, and Grain Dealers and Flour Millers everywhere.

**Invaluable to anyone who buys or sells
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250 PAGE DESCRIPTIVE CATALOG MAILED FREE

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SILVER CREEK, N. Y.**

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

GET OUR PRICES ON
GASOLINE ENGINES AND
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BEFORE BUYING.
WE WILL SAVE YOU
MONEY.

SPECIAL PRICES ON COMPLETE
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SEND US YOUR
ORDERS.

**EVERYTHING
IN THE
ELEVATOR**

CAN BE
HAD

FROM THE

American Supply Co.
OMAHA, NEB.

LARGEST STOCK GRAIN ELEVATOR **LOWEST PRICES**
MACHINERY & SUPPLIES

GASOLINE ENGINES, SCALES, CONVEYING MACHINERY ETC.

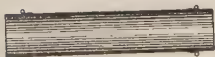
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Cast Iron, Steel
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We make and sell
all styles of Coup-
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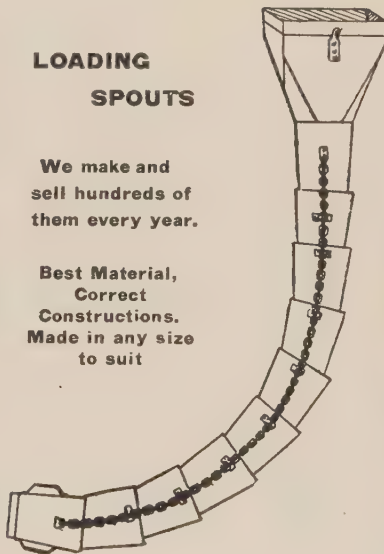
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ALL KINDS****SECTIONAL STEEL
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Receiver
Joints and all
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**LOADING
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We make and
sell hundreds of
them every year.

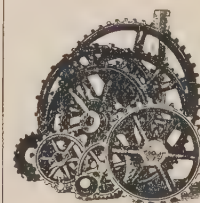
Best Material,
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Made in any size
to suit



Sprocket
Chain
All
Sizes

**SPROCKET
WHEELS**

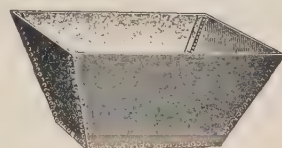
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CAR MOVERS
EASY
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SAMSON
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SPECIAL

**EMPIRE CUPS**

CAST IRON BOOTS,
ADJUSTABLE,
ALL SIZES.



BOOT PANS, All Sizes.



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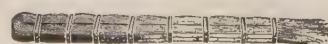
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All Kinds.



Rubber
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Leather
Belting



Our seamless Rubber Belting is the best for
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**MACHINE CUT LACING**

Rawhide and
Indian Tan
Best Quality

Ask for our Handy Net Price
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A complete line of bearings,
Plain and Self-Oiling.



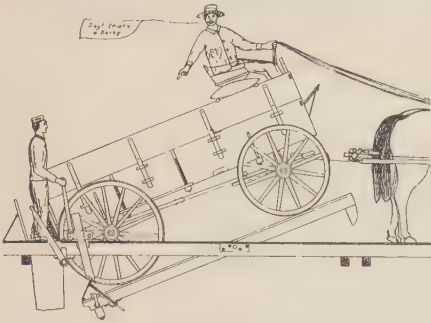
By Comparison always found to be the best. We
carry a full line Wagon, Hopper and Dump Scales.

Ask us about Corn shellers and cleaners.

**GRAIN TESTERS**

Both the
HOWE and
CHAMPION
carried in
stock.

THE CHALLENGE WAGON DUMP STOP AND BRAKE



The quickest, safest, easiest, most durable device. No gearing, no chain or crank to turn, and no oiling.

Just what a grain man wants. Investigate before installing a safety device.

A postal card will bring our traveling manager to your door. See the model and demonstration.

Challenge Mfg. Co., Not Inc., Seneca, Ill.

SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

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Capacity 60,000 bushels.

R. C. Cooper

GRAIN SEPARATOR CO.,
Sparta, Wis.

Coopertown, North Dakota
Dec. 29, 1910

Gentlemen:—I am pleased to report that the No. 5 Richardson Oat separator I bought of you last June has done splendid work for me. In separating oats from wheat the work could not be better. It is a perfect separation; fine as silk. I have never before seen work that would begin to compare with the work of this machine.

Wishing you success, I am

Yours truly,

R. C. COOPER.

You wouldn't do without a telephone because you have one and know its value. You wouldn't do without a Richardson Oat separator or Screenings machine if once you had one, because you would know its value.

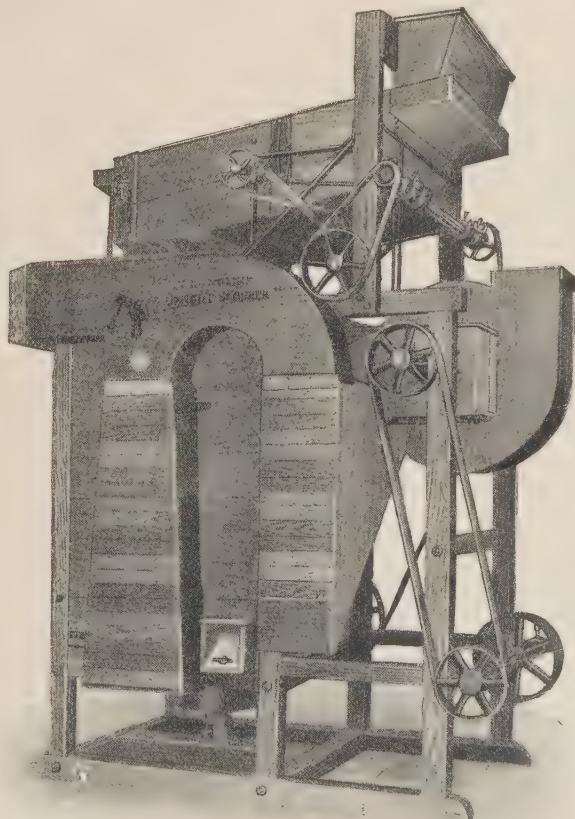
Right now is a very good time to get acquainted with these separators in your own mill or Elevator. The present crop will warrant you in installing either one or both these machines, as the quality of work you get from them on either oat wheat, or on screenings, cannot be had from any other, and will repay their total cost several times over during a single season.

One operation gives you PERFECT separations.

**The Richardson Will Make you money.
not cost**

Grain Separator Co.

SPARTA, WIS.



The Moline Upright Oat Clipper

Will save from 40% to 60% of the power required by horizontal machines and the cost of the fuel thus saved will in a short time equal the purchase price of the machine. Not only this but the work is better done, the ends of the berry being clipped the hardest.

The grain, after leaving the sieves, may be discharged into the machine to be scoured and clipped, or by turning a valve it may be discharged into the by-pass spout where it receives a good air separation without being clipped. Thus the operator may use the machine simply as a scalper or as a scalper and clipper.

Prompt shipment can be made.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Are you still using rubber belting, or canvas made the same way it was 50 years ago with only one set of stitching? If you are, it's high time we told you about

Rexall Double Stitched Belting



Rexall Double Stitched Belting is made by first stitching the inner plies—next putting on the cover, and then giving it a second set of stitches

It costs no more than the ordinary canvas or rubber belt, but is guaranteed to last three times as long.

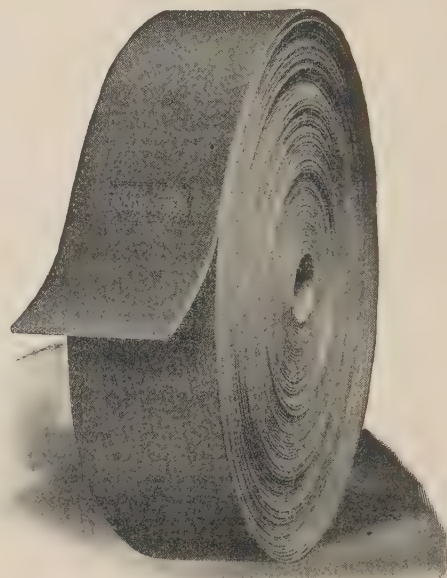
Write for sample, booklet, testimonials, etc.

IMPERIAL BELTING COMPANY

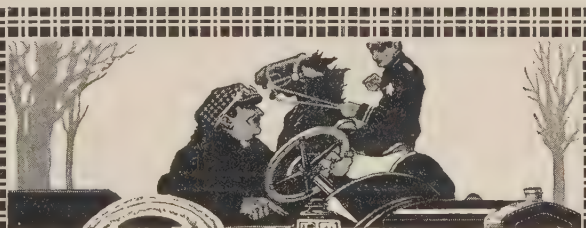
166-168 West Kinzie St.
Chicago, Ill.

"Everything in Belting"

Mohawk Rubber Belting



Your Building Contractor or dealer can supply your needs in this Brand.



Four Car Owners in Every Five Use the Reliable Stewart Speedometer

AN ABSOLUTE NECESSITY ON EVERY CAR

Tells you how fast you go; saves you from arrest and accidents; keeps track of your season mileage; helps you follow guide-book mileage when touring; saves you money on tire adjustments; checks your gasoline and oil supplies; helps you get maximum efficiency out of your car. Beautifully made; absolutely accurate; open dial, easily read; jewel bearings; positive odometer; unbreakable flexible shaft; drop forged swivel joint that will outwear the car.

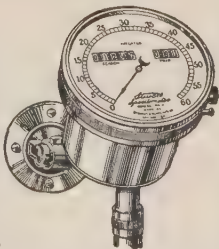
Speedometer Guaranteed for Five Years.

There is a quality reason back of the popularity of the *Stewart* Speedometer. There is a quantity reason back of the price. Send for new 1912 descriptive catalog; tells you why in our big factory we can make the best speedometer at the lowest price.

WRITE TODAY.

STEWART & CLARK MANUFACTURING CO.
1883 Diversey Boulevard, CHICAGO

Detroit Chicago San Francisco New York Boston Cleveland Philadelphia
Kansas City Los Angeles Minneapolis Indianapolis London Paris



Stewart Speedometers have 100,000-mile season odometer, 100-mile trip register, can be reset to any tenth of a mile.

Speedometers, \$15 to \$30
Clock Combinations \$45 to \$70

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Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

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Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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B. J. CARRICO

Designer and Builder of
GRAIN ELEVATORS
and FLOUR MILLS
In all Materials
Write for Plans and Specifications
FORT WORTH, TEX.

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CONTRACTOR OF Grain Elevators.
Especially Designed for Economy
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STEEL GRAIN TANKS

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success. We do it.

Wm. Graver Tank Works, East Chicago, Ind.

DO YOU WANT?

a modern and up-to-date
elevator? Then write to

J. A. H. Whaley, Sedalia, Mo.
"Builder of Modern Elevators."
Plans and Estimates on request.

O. J. LEHRACK

Contractor and Builder of
Grain Elevators
KANSAS CITY, MISSOURI

You can get

A MODERN ELEVATOR

for the asking

W. H. CRAMER, St. Paul, Nebr.

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Designers and Builders of

MODERN GRAIN ELEVATORS

Plans submitted. Correspondence solicited.

Offices at

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Drive

Your business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profitable
ride.

A. H. RICHNER

Contractor of Grain Elevators,
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FRIEDLINE

designs and builds strictly modern Grain Elevators,
Concrete Storage Tanks, Mills and Warehouses.

Write for Plans and Estimates.

FRED FRIEDLINE & CO.,
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Builders and Designers of
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Wood and Concrete Construction
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OFFICE, 307 BUTTS BLDG.

WICHITA, - KANSAS

A LONG LINE OF LEADERS

and every one a satisfactory success. Yours
will be if built by

GEO. A. SATHOFF, Elevator Builder
Pontiac, Illinois

ABSOLUTELY FIREPROOF



Every part
reinforced
concrete

Not Costly.

Any number
hoppered
bins spouting
direct to car

No
Insurance
Lasts forever

For cost and
details, send to
Appleton, Wis

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WHY?

Because nothing succeeds
like success.

We will send you the names and
locations of the 53 plants so you can
look over the one nearest your place.

If you have any idea at all of build-
ing a new plant or repairing your
old one, drop us a line.

It won't cost you anything to do that.

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Rooms 1001-1004

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CHICAGO, ILLINOIS



DECATUR CONSTRUCTION CO., Inc.

Designers and Builders of
GRAIN ELEVATORS
And Coal Handling Plants,
Warehouses, Etc.

Correspondence Solicited.

510-512 WAIT BLDG.,
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DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

GRAIN ELEVATOR BUILDERS

**REAL builders of
REAL elevators**

YOUNG LOVE CONSTRUCTION CO.

**218-219 Grain Exchange
SIOUX CITY, IOWA**

ELEVATORS

For People Who Care

What you want; when you want it. Better Elevators for less cost. All work and materials guaranteed. We want your business.

Morley Bros., Haden & Plott

**Designers and Builders
Wichita, Kansas**

Are you

**putting your money
in an imaginary
elevator?**

Running the risk of having a satisfactory plant in the end or maybe a poor barn.



If you intend to build an up-to-date elevator, and want to know "what you are getting" before your house is completed—

We are the men for you, and you are the man for us.

Our simple, complete working plans and specifications enable you to KNOW the arrangement, equipment and construction before the material is purchased, to make any change desired, which proves to be cheaper on paper than after the contractor has taken his tools away.

"Rely on the Reliance" to be the most up-to-date in construction, convenient in arrangement, modern in equipment, durable in material, and satisfactory in cost.

Investigate our work, inspect our plans, see our specifications and write for particulars today.

Reliance Construction Co.
INDIANAPOLIS INDIANA

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During the year 1911 we finished thirty-six complete contracts—sold equipment for twenty-six—rebuilt twelve houses—and added two hundred and fifty names to our list of customers.

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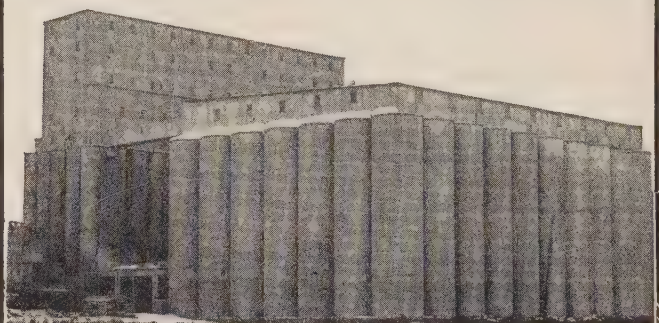
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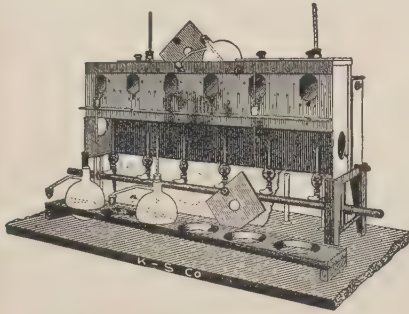
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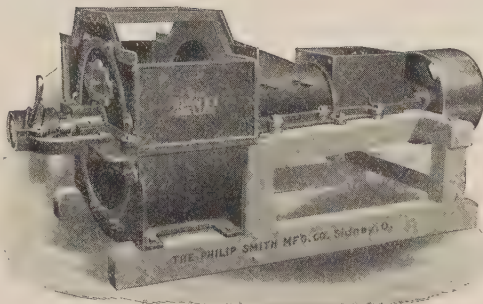
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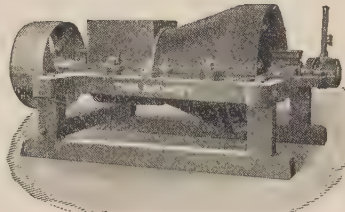
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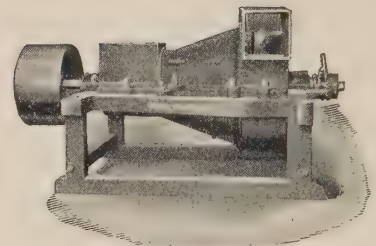
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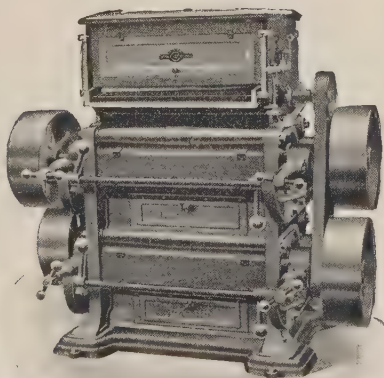
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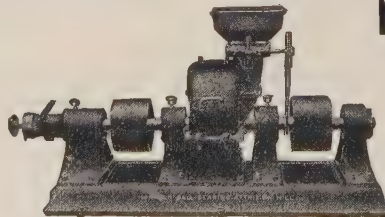
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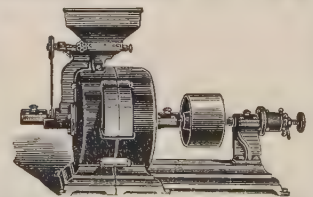
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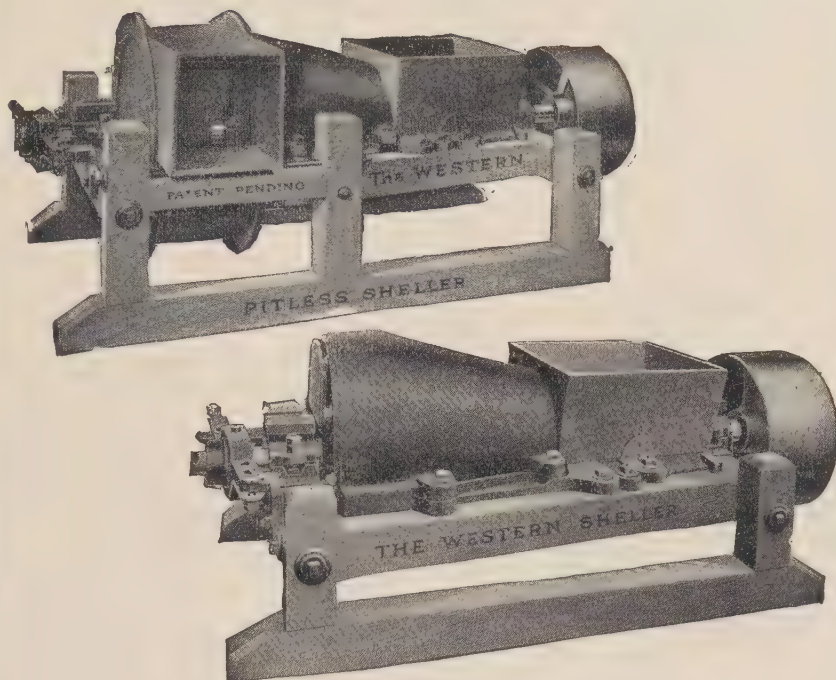
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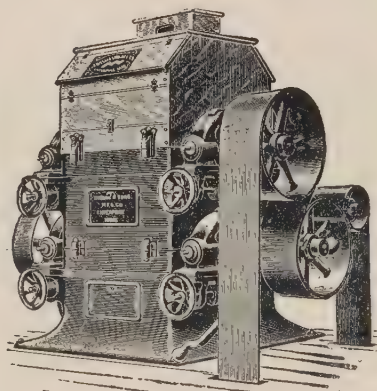
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H. C. AMOS, Manager
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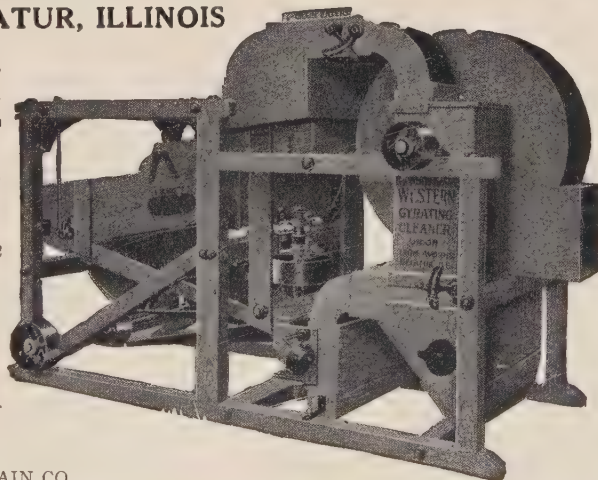
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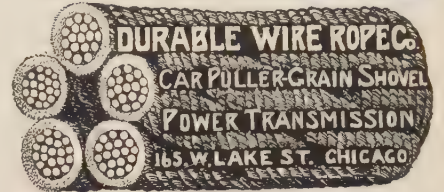
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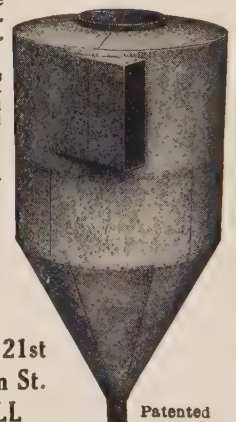
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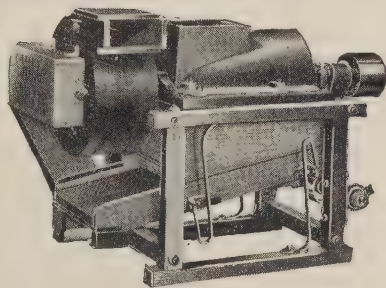
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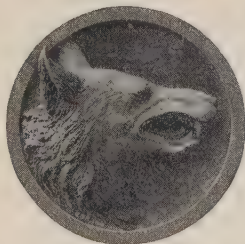
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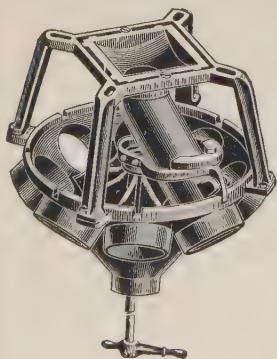
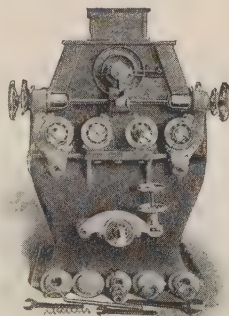
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La Salle Street, Chicago, Ill.

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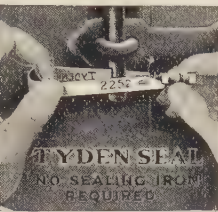
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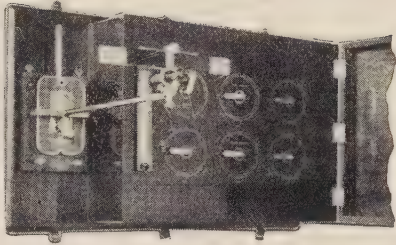
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Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.



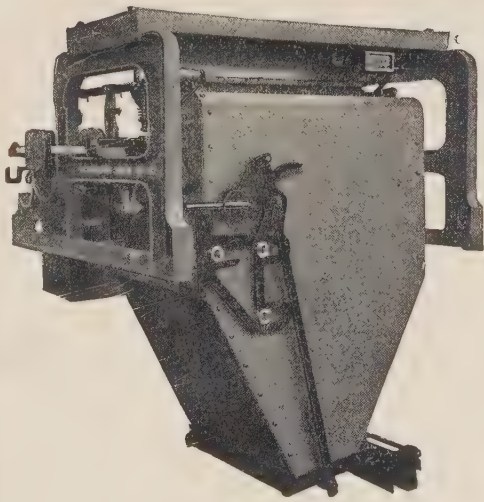
Sample Envelopes
Non-Sifting
Designed especially for mailing samples of grain and seed. Specimens Free.
TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

R
 **+ FUMA =** 
Live weevil plus a little Fuma equals dead ones every time.
Fumigate Your Elevators and Mills with FUMA
The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.
10c per lb., in 50 lb. and 100 lb. drums.
Send for printed matter.
EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

"IF I HAD ONLY KNOWN"
Lots of money could be saved every year by the fellows who are continually saying—"If I had only known." The fellows who know the **Zeleny Thermometer System** of indicating the temperature of the Grain stored in their bins, realize the immense saving in dollars and cents this System affords.
SAVES Needless turning of grain. Grain that should be turned but is left to heat because of guess work. Mental-strain and anxiety.
Pays for itself. Owners tell us they would not be without it.
Write for information
WESTERN FIRE APPLIANCE WORKS
542 South Dearborn Street - - - - - CHICAGO



HAVE YOU ANY IDEA



of the amount of thought and work put into a real first class **Automatic Scale** such as **THE RICHARDSON**?

For twenty years expert brainy scalemen have been building this scale—just to suit conditions in your elevator.

Look at it today—**THE STANDARD AUTOMATIC SCALE OF AMERICA**.—Why is it the standard? Because, it is the simplest and most accurate scale on earth—it has the fewest parts, it is foolproof, it is chokeproof and will handle both cleaned and uncleaned grain with equal results.

The result is that there are nearly 10,000 **RICHARDSON'S** in operation today. One company has installed 70 of them—another company has 40 in daily operation—quite a number have purchased lots of 20 Richardson scales.

ASK FOR A LIST

RICHARDSON SCALE COMPANY
79 W. Monroe Street, CHICAGO

3 Park Row New York Box 305 Omaha, Neb. 413 Third St. South Minneapolis



MILWAUKEE BAG COMPANY

CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.



MILWAUKEE BAG COMPANY

Stands Time's Test

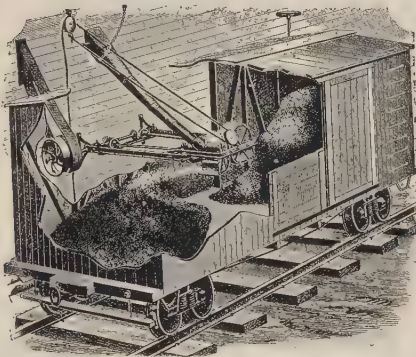
Sometimes a machine works well for awhile, perhaps long enough for what seems a fair trial, and still lacks durability, but it takes one correctly made and of good materials to stand the test of time.

In the summer of 1903 we sold a car loader to G. E. Allinger & Son of Jackson Center, O., and when they remitted for it under date of 8-8-'03 they said: "Enclosed find our check in full for the Boss car loader. We have thoroughly tried it on all kinds of grain and it gives the best of satisfaction." Feb. 13, 1912, we sent a repair list to their successor, Mr. K. Threlkeld and he replied: "I have the loader and it is a good one."

If we had asked these people for testimonials it is doubtful if they would have written better ones than they did, as the above proves the machine was very satisfactory when it was installed, and after more than 8½ years of use the owner says it is a good one. Let us send you one on approval and you will be as well pleased with it as are the people whose letters we publish in each issue.



MAROA MANUFACTURING COMPANY, Department 3, MAROA, ILL.



No. 4 CHAMPION LOADER

IT LOADS GROUND FEED

In fact it will load any kind of grain, seeds or meal.

When you are buying, buy the best.

SEND FOR PARTICULARS.

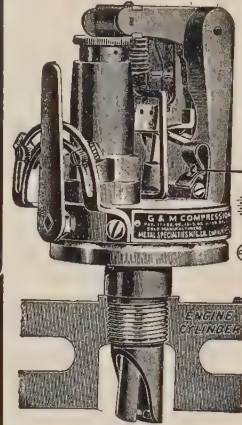
E. BAUDER, - Sterling, Ill.

PEERLESS
GRAIN FEEDERS CAR LOADERS
OVERHEAD DUMPS MAN LIFTS
for continued satisfaction
PEERLESS FEEDER CO.
RHINEHART SMITH, Mgr.
SIDNEY, OHIO
OHIO REPT. FOR UNION IRON WORKS

A Want Ad in the JOURNAL
printed,
Brings Business, Gets Results
Unstinted.

G. & M. Compression Igniter

A Revelation In Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and breaker.

We can save you
**MONEY, TIME
AND TROUBLE**

A. H. McDonald, the gas engine man, Chicago, wrote us as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

METAL SPECIALTIES MFG. CO.

736 W. Monroe Street, Dept. G. Chicago, Ill.

IF YOU WANT

regular country shippers
to become familiar with
your firm name, place
your "ad" here :: ::

Look Here, Mr. Grain Dealer.

You've been considering the installation of car loader for some time—if you have not it's time you were.

Why not give up the old-fashioned method of crawling into a car to fill it to the limited capacity—of receiving discounts on cars of grain, because the center was dust and foreign matter, of constant attention to old timed spout when loading? The installation of a

COMBINED GRAIN CLEANER AND PNEUMATIC CAR LOADER

means more profit with less labor. WHY? Because—

First and most important—It is impossible for it to crack or mill the grain.

Second—It will fill the largest cars to full capacity, without any labor in the car.

Third—It is strong and durable, automatic in its action, and requires no attention after starting.

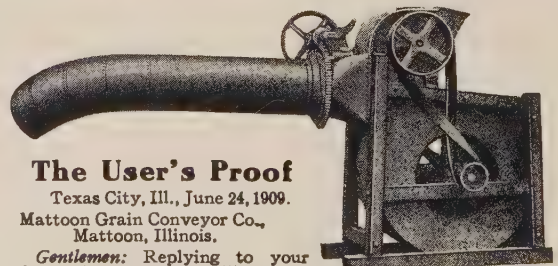
Fourth—The constant moving of the pneumatic tube as it loads the grain, prevents any accumulation of dust or dirt in the center, or any other part of the car, thereby avoiding heating, and "off" grades.

Fifth—It cools and dries the grain as it passes through the current of air.

For full particulars, prices and testimonials write

MATTOON GRAIN CONVEYOR COMPANY, MATTOON, ILLINOIS

"LOADS GRAIN, MALT, OR SAND."



The User's Proof

Texas City, Ill., June 24, 1909.

Mattoon Grain Conveyor Co.,
Mattoon, Illinois.

Gentlemen: Replying to your favor of the 22nd inst. will say that the "Combined Grain Cleaner and Pneumatic Car Loader," which I purchased of you last season, has given good satisfaction. It cleans considerable dust out of the grain, which gives it a better grade. Since I have installed one of your loaders in my elevator I do not use a man in the car, the man who weighs operates the loader, and it loads each end of the car very nicely, and I wish to further state that it does not crack the grain. I would recommend this machine to any one who contemplates putting in a grain loader.

Yours truly,

W. T. GARNER.

EDISON BSCO PRIMARY BATTERY

The public expects more than ordinary merit in a product developed in the Edison Laboratories, and we have every reason to believe that the EDISON BSCO cell is sure to increase this feeling of confidence in Edison material.

If you require battery for telephone service, ignition, program clocks, or, in fact, any of the many branches for which primary cells are suitable, it will be to your interest to investigate this highly developed cell.

Send for catalog and descriptive matter.

Thomas A. Edison, Inc.,

49 Lakeside Avenue, Orange, N. J.

You are Paying Too Much for Power

unless you are operating with an OTTO. Make us prove to you that steam power or electric current costs more than with an



Gas or ENGINE Gasoline

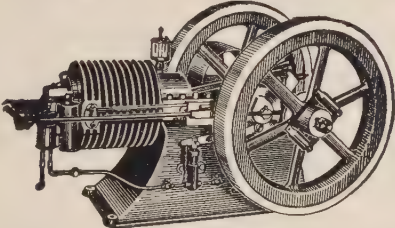
The fuel economy and low up-keep of the OTTO results in lower power cost than is possible from other makes of internal combustion engines. The OTTO is higher grade than ever, yet lower in price than formerly.

Built in all sizes from 1 to 120 H. P.—for city and natural gas, gasoline, alcohol, distillate. ¶ We also build producer gas plants complete.

The Otto Gas Engine Works

3217 Walnut St., Philadelphia, Pa.

LESS GASOLINE—MORE POWER



Why use 3 gallons of gasoline where you need only 2? Every third gallon you buy for a water cooled engine is just that much money thrown away. Find out about the Gade Gasoline Saver. Sizes up to 12 H.P., all air cooled.

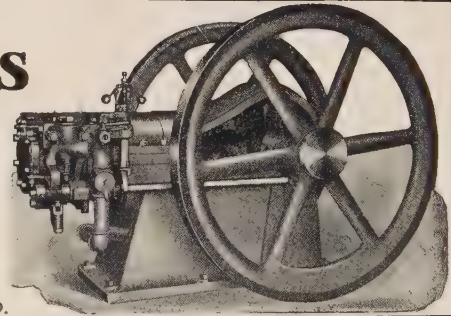
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

"NEW ERA" GAS AND GASOLINE ENGINES

re of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog, and prices from 8 to 75 H. P.

THE NEW ERA GAS ENGINE CO.
86 Jefferson St., PORTSMOUTH, O.

formerly of Dayton, O.



IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL

LA SALLE ST., CHICAGO.

5 Money-Saving Features of Fairbanks-Morse Engines

They use very little fuel.

They operate on cheap low grade oils as well as on Kerosene, Gasoline, Benzine and Naphtha.

They are reliable—No shut-downs.

They develop full power at low speed, insuring long life.

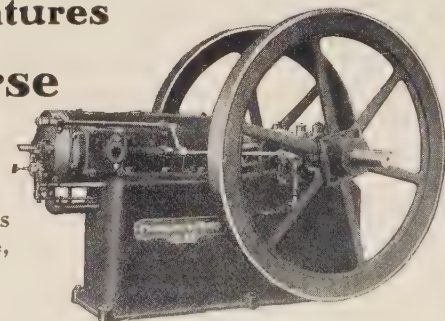
They require no operator.

Write us for Prices and Catalog No. 550NX.

Fairbanks, Morse & Co.

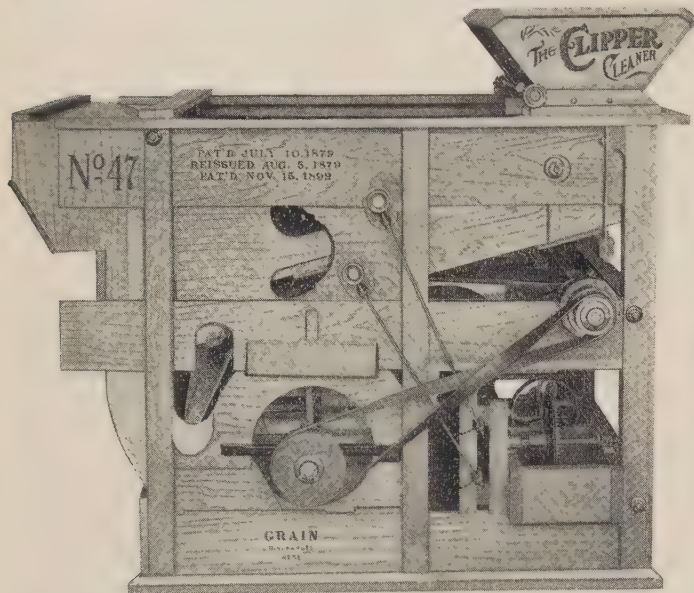
900 S. Wabash Ave.

CHICAGO, ILL.



No. 47 "Clipper" Cleaner

With Traveling Brushes



Stands without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern Improvements.

The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction.

Catalog and Screen Sample Plate free.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.



THE OLD WAY

One Man with an ATLAS can easily move a loaded one.

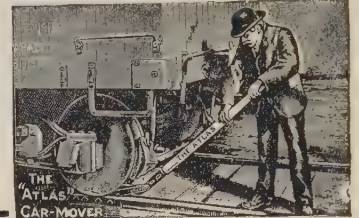
Appleton Car-Mover Co.
Appleton, Wis.

The Atlas Car-Mover

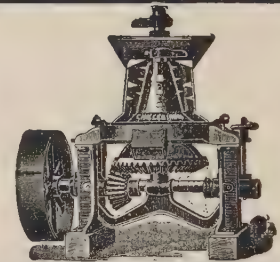
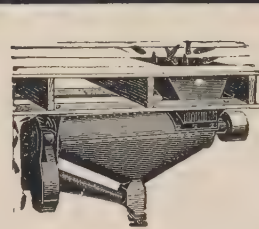
will pay for itself daily and last for years.

Twelve men with a crowbar can hardly move an empty car.

THE NEW WAY



Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

You ought to hear the Contractors who have called and studied our

U. S. Grain Cleaner!

This is what they said:—

"Well, say, that looks good to me."

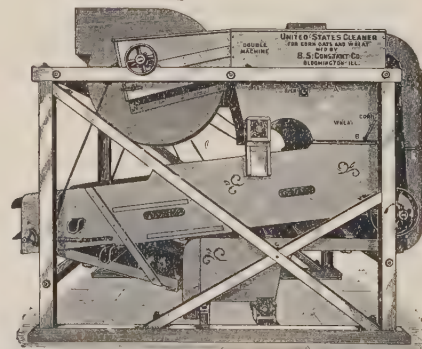
"You've got the right principles."

"A mighty well made machine."

"It will do the work allright."

and we added—

"Yes, and it will clean the small grain just as satisfactorily as it separates the corn and cob."



Come on with your orders; you are not running any risk and will be awfully glad you bot our cleaner.

B. S. CONSTANT CO., Bloomington, Illinois

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

One 12 INCH MONARCH Attrition mill for sale. \$75. Guaranteed as good as new. Address Monarch, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One No. 1 Barnard & Leas corn sheller and cleaner combined in good repair. Replace with larger one, and no use for it. C. W. Hinkle & Co., Rushville, Ind.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

ATTRITION GRINDING MILLS.

2 Robinson, 24" double head, steel mills
2 Robinson, 20" single head, steel ck., corn attrition mill.
2 largest size Munson cracked corn separators.

The above are all made by Munson Bros., Utica, N. Y., latest type, and in good condition. Will be sold at extremely low price. Meech & Stoddard, Inc., Middletown, Conn.

SNAPS—2 Double Automatic shovel machines \$25 each; 1-5 H. P. Steam Engine \$30. 4 Fairbanks Hopper Scales with timbers for frame \$35 each. 1 Rochester Grain and Flax cleaner \$30. 4 Boot tanks \$20 each. 1 fan 36" high \$20. 1 steam pump, used two weeks \$75. Elevator cups practically as good as new, 6"x18"-15c each, 6"x16"-14c each. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

SECOND HAND MACHINERY — We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—One No. 177 Barnard's Double Side Shake Milling Separator for winter wheat (brand new), No. 3 and No. 98 Barnard's No. 8 Eureka Elevator Separators, No. 0 and No. 4 Richmond, No. 3 Eureka, No. 4½ Barnard's Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible, No. 4 Eureka and No. 4½ Barnard's.

Feed Mills. 9x18 Allis, 9x18 Hutchison; 7x14 Great Western; 6x18 Hutchison; 9x18 Graham, all two pair high, and 9x14 Allis, 9x30 Wolf, all three pair high; No. 3A and No. 4 Howell, one No. 2 and 2 No. 1 Willford three Roller Mills, and many others.

Roller Mills—All sizes and makes, single and double.

Attrition Mills, 19 inch, 22 inch and 26 inch Foss, 30 inch American, 22 inch Unique, 16 inch Monarch, 20 inch Monarch, 18 inch Excel.

Corn Crushers, No. 1, Styles N. L. and T. Foss; Nos. 5 and 6 Excel; No. 2 Acme; No. 5 Corn Belt; No. 8 Bowsher.

Corn Shellers—No. 2 and No. 4 Victor, No. 2 Western, No. 5 Keystone, No. B Standard and 2-Hole Joliet, 1 Niagara.

Elevator Belts—700 ft. 22 in. Rubber Belt, with 20x6 buckets; 400 ft. 18 in. Rubber Belts, with 16x7 buckets; 100 ft. 8 in. Rubber Belt, with 7x4½ buckets; and many other sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter.

Write for "Gump Bargains," giving complete list of all Rebuilt Machines and transmission appliances in stock.

B. F. Gump Co., Mill and Elevator Machinery, 431-433-435-437 S. Clinton St., Chicago.

MACHINES FOR SALE.

FOR SALE—Complete machinery for 150 bbl. Roller Process Flour Mill, including new 125 H. P. engine and boiler. All in first class shape, rolls recently recorrugated. For further information address Roller, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE F. O. B. OUR TRACK.

1—26 H. P. St. Marys Gasoline Engine—\$125.

1—Portable Steam Engine and boilers, 20 H. P., first class condition—\$150.

2—Boss car loaders, each \$15.

1—25 H. P. slide valve Steam Engine—\$50. These are bargains, all in good condition. Write Goodrich Bros., Hay & Grain Co., Winchester, Ind.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foss; 1-19" Foss; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee. belt drive; 1-7"x15" Alfsee. 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors; 1 No. 3 P. 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

MACHINES WANTED.

SECOND-HAND TRACK SCALES wanted. There is an exceptionally large demand for these scales at the present time. If you have one to offer, make the fact known to over 6,000 possible buyers, by inserting an advertisement in the "Scales For Sale" columns of the Journal.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES are the trial balance of your business, therefore have them correct. Our large force of mechanical scale experts and our unequalled facilities at your service. Write or wire, Indiana Scale & Supply Co., Indianapolis, Ind.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

CARBON REMOVER.

RIGHT CARBON REMOVER compounded and patented by Dr. D. E. Cripe. Keeps all kinds of gasoline motors, also stationary engines, clean without harm even to the polish in motor, after two years' thorough test. Package postpaid for \$2. Right Carbon Remover Mfg. Co., Frankfort, Ind.

AUTOMOBILES.

BRAND NEW 1912 Automobiles, any make, any model, fully guaranteed, \$50 to \$500 less than regular prices. State make and model wanted. Referenced agents wanted in every town. Owners get our selling-cost-eliminated-prices for tires and accessories. The Union Motor Sales Co., 1127 CPA, Dayton, Ohio.

GASOLINE ENGINES

One 35 H. P. Natural Gas or Gasoline engine for sale. In good condition. Will sell cheap. Elliott & Reed Co., Richmond, Indiana.

GAS OR GASOLINE engines, 15 H. P., \$200; 30 H. P., Fairbanks-Morse \$600; good condition. Also various brick machinery. Fort Scott Brick Co., Fort Scott, Kans.

GAS AND GASOLINE engines for sale command a vitally interested audience if you insert an advertisement in the "Gas Engines" columns of the Grain Dealers Journal, Chicago, Ill.

FOR SALE—One 25 H. P. Columbus Brown horizontal gasoline engine as good as new for service. In perfect condition—\$280.00. Badger Motor Co., Milwaukee, Wis.

FOR SALE CHEAP—One 20 H. P. Fairbanks-Morse Co., gasoline engine, also one 8 H. P. Charter gasoline engine, both practically as good as new. Burrell Engineering & Construction Co., 30 N. LaSalle St., Chicago, Ill.

FOR SALE—One 35 H. P. Columbus Gasoline Engine with friction clutch, air tank, used about two years. Same is giving good service and only reason for selling is to install electric power. Cash price \$750.00 f. o. b. cars Princeton. A bargain for the money. J. W. Challacombe, Princeton, Ill.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

DYNAMOS—MOTORS.

For Sale—One 10 h.p. 500 volt Thompson Houston direct current motor. One Kentucky Electric Co., 20 light dynamo 110 direct current. One 30 light Mather engine on direct current. One 20 h.p. gasoline traction engine used to plow 100 acres. Address A. H. Arp, M. D., Moline, Ill.

ACCOUNTING—AUDITING.

EXPERT ACCOUNTANT.

Elevator books audited, accounts, etc., checked up, annual reports and statements prepared. 15 years' experience in grain and elevator books. Address A. H. Hanson, 1008 Chamber of Commerce, Minneapolis, Minn.

SECOND-HAND BAGS AND BURLAP.

WE HAVE at all times on hand for disposal large quantities of all kinds of second-hand Burlap and Burlap Bags, as well as Cotton and Paper Flour Sacks, for all purposes, which we offer at reasonable prices. Our specialty is purchasing most anything in this line and grading and mending them for the consumer. Peerless Trading Co., 106 Canal St., Syracuse, N. Y.

FERRETS.

FERRETS—FERRETS—FERRETS—How much of your money and property is eaten annually by rats and mice? The price of one ferret will save this and exterminate them. Keefer Bros., Greenwich, Ohio.

ELEVATORS FOR SALE.

IOWA. For sale elevator and coal business. A good proposition. Address X. Z., Box 9, Grain Dealers Journal, Chicago, Ill.

OHIO ELEVATOR—Private ground, 30,000 bu. capacity, good grain point. Snap for some one with \$5,000.00. Address James King, Larue, Ohio.

MINNESOTA—For Sale, a good elevator in good grain country, in good lively town. Write for particulars. Address A. T. S., Box 7, Grain Dealers Journal, Chicago, Ill.

SOUTHERN KANSAS—For sale, two elevators, located in Southern Kansas, both money makers, good live town to live in. Address Field, Box 7, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

IOWA FOR SALE 25,000 bu., elevator, coal, feed and produce business. Doing good business. Good reason for selling. Address, Produce, Box 6, Grain Dealers Journal, Chicago, Ill.

IOWA GRAIN ELEVATOR for sale. Shipped about 200 cars in the last year. Would like another business in exchange, with good opposition. Address Mil, Box 7, Grain Dealers Journal, Chicago, Ill.

EASTERN SOUTH DAKOTA—A 35,000 bu. cribbed elevator and coal sheds for sale. First class condition, best of grain territory. Address Dane, Box 7, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA elevator for sale. Located on N. P. Ry., and in good grain country. Elevator capacity 25,000 bus. Let us send you details. Address Eltr., Box 7, Grain Dealers Journal, Chicago, Ill.

INDIANA—For sale, grain elevator N. Ind., good condition, capacity 8,000 bus. After over 25 years of successful business present owner desires to retire. Address Land, Box 7, Grain Dealers Journal, Chicago, Ill.

INDIANA—20,000 bu. elevator on private grounds. Good lumber and coal business with sheds for same. One store room 20x40. All in good repair. Steam power. Price \$6,000.00. Address A. M. C., Box 7, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR, only one at a 150 car station on C. I. & S. R. R. 20,000 bus. capacity. Must be sold to close estate. If you want a good business write today. Address B. O. Y., Box 5, Grain Dealers Journal, Chicago, Ill.

CANADA—18,000 bushel capacity elevator for sale, doing more business than other two elevators. Good grain country. Splendid opening for lumber and coal business in connection. Saskatchewan Settlers' Land Agency, Wauchope, Sask., Canada.

ILLINOIS—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

KANSAS—For sale, three elevators, 5,000 to 6,000 bus. capacity each, located in Northwestern Kansas on C. R. I. & P. Ry. All points draw grain from big territory, big wheat acreage. Address "State Elevators," Kansas City, Mo., 230 Board of Trade.

WESTERN OHIO—25,000 bus. heavy cribbed elevator for sale. On own ground. Steam power, strong concrete foundation. Elevator and engine room floors concrete. Iron siding and roof, three stands of elevators, corn cleaner, corn sheller, attrition mill, wagon, hopper and platform scales. An up-to-date elevator. First class machinery and mill work. Handle flour, feed, salt, seeds, etc., as side line. Write O. K., Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

IN MINNESOTA'S BEST GRAIN LAND, a 30,000 bu., cribbed elevator, coal sheds, and corn cribs for sale. All in good condition and a first class business. Address, Best, Box 6, Grain Dealers Journal, Chicago.

NOTICE—Up-to-date Northwestern Ohio elevator and hay business for sale or trade, station will handle 175,000 bus. of corn and oats and 100 to 150 cars of hay annually. Or will trade for an exclusive hay business in Michigan or a good Michigan farm. Address Van, Box 7, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA—For sale, April 23, elevators and grain business at Foster and Covington, Ind. Capacity 80,000 bu. Annual receipts 600,000 bus. County seat town of 3,000 inhabitants. No competition at either station. Best paying station in Western Indiana. Must be sold to close estate. Address Lucas Nebeker, Covington, Ind.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Neberter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

MINNESOTA—A 20,000 bu. elevator in good Minnesota town; only elevator in town; handles from 60,000 to 100,000 bus. each year. Also good flour and feed business in connection with elevator. \$5,000 to \$8,000 profit per year can be made at this point.—Price \$4,500.

SCHWAB BROS.
123 Guaranty Loan Bldg., Minneapolis.

Missouri—\$4,000 buys a nice feed and grain business in central Missouri on Mo. Pac. Ry. Including public scales, nice residence, good barn and outbuildings and 5 acres of good land. All in corporation of a good live town. Buildings alone would cost more if built now. All are in good shape and almost new. Address H. E. W., Box 4, Grain Dealers Journal, Chicago.

FIRST-CLASS ELEVATORS for sale. find many ready buyers, if over 6,000 know of the offer through an advertisement in the "Elevators For Sale" columns of the Grain Dealers Journal.

OKLAHOMA—Elevator Chop mill, Meal mill, Wholesale Grain, Flour and Feed business in Southern Oklahoma. Sales will approximate \$200,000 this year. Fine prospect for a big oat and corn crop. Plant paying 25 to 30% on \$30,000. Will sell cheap for cash or would take part pay in improved lands in Kansas, Oklahoma or Texas. Write for particulars. Address Box 567, Durant, Okla.

SOUTH DAKOTA—FOR SALE, modern elevator, coal, flour and feed houses in S. Dakota town of 600. All new and up-to-date. Flour and feed sales alone 15 cars per year, and good margins, no competition, no other elevator or feed store in town. Wife died recently, and wish to sell. If you want a good proposition get busy. Price \$4,500. No trade entertained. Address Chance, Box 3, Grain Dealers Journal, Chicago.

SOUTHERN KANSAS. For sale or trade for land. Roller flour mill equipped with 125 H. P. new engine and boiler, 8,000 bu. elevator with 5 dumps, corn sheller, two grain cleaners, two feed rolls, 300 bu. Fairbanks Hopper Scale, 35 H. P. gas engine and 15 lots. Located on main line of the Santa Fe in Southern Kansas. For further information address M. W. T., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IOWA. Two grain elevators 40M. and 15M. capacity, each run by gasoline engines; scales in each elevator; coal house, corn crib, office and residence. House has 7 rooms, furnace, good well and cistern. Possession can be given in 30 days. No trades. \$5,200 takes them. M. E. Cardwell, Rockwell, Iowa.

ELEVATORS WANTED.

WILL TRADE one section eastern Montana land, 8½ miles from R. R., 450 to 500 acres tillable for one or two elevators in good North or South Dakota towns. E. Lloyd, Beach, N. Dak.

200 ACRES high river bottom land, 3½ miles from market and 1½ miles from gravel road at a bargain if taken soon. Would consider trade for elevator. Address Lock Box 233, Wheatland, Ind.

WANTED—To purchase an elevator in Western Indiana, a good business and handling not less than 200,000 bus. of grain annually. Address E. A. Benedict, Wadena, Ind.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

GOOD LIVE IOWA ELEVATOR wanted. Must be a money-maker. Give capacity, annual business and present buying margin in first letter. Address Lock Box No. 1, Wellsburg, Iowa.

WANTED TO EXCHANGE fine 320-acre farm, S. E. South Dakota, for good grain and coal business. Will consider one or two plants. Price right. Address Box 72, Sioux Falls, S. Dak.

OLD ELEVATORS BOUGHT.

We are in the market to buy old elevators, mills, factories, warehouses or any large buildings, and will promptly comply with requests to bid on any properties answering such descriptions, in Wisconsin, Minnesota, Iowa, Illinois or Michigan. LaCrosse Wrecking & Lumber Co., LaCrosse, Wisconsin.

ELEVATOR BROKERS.

JAMES M. MAGUIRE, Campus, Ill. Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

MILLS FOR SALE.

FOR SALE—BARGAIN—75 bbl. mill, Wright City, Mo. Address P. L. Zimmermann, 412 Chamber of Commerce, St. Louis, Mo.

ONE OF THE BEST flour mill and elevator propositions in Indiana for sale. Would consider good farm in Eastern Ind. in exchange. Frank E. Wright, Lynn, Ind.

FLOUR AND FEED MILL, 35 bbl. flour mill, water power, also gas and gasoline engine. E. Central Indiana. Terms to suit purchaser. Address E. C. I., Box 2, Grain Dealers Journal, Chicago, Ill.

FLOUR AND FEED MILL in South-Eastern Ohio, 30 bbl. flour capacity, large feed capacity. In best wheat growing section of Ohio. Plenty of wheat at all times. A good business established. A bargain for some one. Death of owner reason for selling. Address R. F. Totman, Adm'r., Sharpsburg, Ohio.

BUSINESS OPPORTUNITIES.

ST. LOUIS GRAIN FIRMS LOOK, experienced grain man, with money and No. 1 references, wishes to connect himself with an established reliable grain firm of the above market. Address Lock Box 512, Toledo, O.

NORTH CENTRAL IOWA. For sale grain, coal and live stock business, all doing a right good and profitable business. Consideration \$4,500. Address Profitable, Box 1, Grain Dealers Journal, Chicago.

WANTED—To correspond with a practical saw mill and stove man who has some money to invest in a running proposition. Well located. Address Lock Box 512, Toledo, Ohio.

FOR SALE—Half interest in our grain, feed and poultry supply business. Chance to make plenty of money and have management of business. Good reason for one partner retiring. The Bowen-Snyder Co., Mansfield, Ohio.

WANTED—Am looking for a good business. Prefer elevator, mill, general merchandise or hardware store. Will pay cash. Give full description. Confidential. Box 5951, Cherry Valley, Ill.

PARTNER WANTED with about \$2,000 to buy half interest in grain brokerage business in Northern Illinois town. Have good connections with Eastern, Southern and Chicago houses. Here is a chance for good dividends with a small investment. Write for particulars. Address Broker, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED TO CORRESPOND with owner of elevator doing 300,000 bus. annually, who wants to retire actively, but who is willing to keep an interest in the business. Have grain experience and will arrange a safe and satisfactory proposition with anyone with such station. Address Investment, Box 7, Grain Dealers Journal, Chicago, Ill.

INFORMATION.

ADDRESS WANTED of M. T. Shepherdson, formerly of the Shepherdson Com'n Co., Omaha, Nebr., also the names and addresses of any other persons who were members of this company. Brown-Goodell Elevtr. Co., Box 7, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

TRAVELING SALESMAN calling on elevators, etc., will hear of highly profitable side line (no samples) by addressing Dept. B, Box 663, Cincinnati, O.

WANTED—An experienced elevator man. Steady employment. Salary \$55.00 per month. Steam power. Address M. J. Hogan Grain Co., Seneca, Ill.

EXPERIENCED GRAIN SOLICITOR for North Dakota and Minnesota Territory wanted. Reply giving experience, present occupation, salary expected and full particulars. Address 635, Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

WANTED POSITION as elevator superintendent or foreman by a man of ability. Address Bin, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of country elevator, thoroughly experienced and can furnish best of reference. Address "M," Box 7, Grain Dealers Journal, Chicago.

WANTED TO CONNECT as manager with working interest with firm operating small line of good country elevators. Address "R," Box 6, Grain Dealers Journal, Chicago, Ill.

16 YEARS EXPERIENCE in the grain business, and desire a position with some responsible grain firm as manager or grain buyer. Address How., Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—A POSITION in some elevator. I have had four years' experience and am 20 years old. Can give references. Willing to work any place. Address Ray Wise, Gentry, Arkansas.

WANTED POSITION as manager of elevator. 8 years' experience at country station and terminal markets, and understand the business. Prefer Indiana or Illinois. Address Ind., Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

WANTED—By a man with 14 years' experience in buying and handling grain, of which I am a good judge of all kinds. Miller by trade, and am operating a mill at present, but desire a change. Can give references from mills in Mo., Kans. and Okla. Address P. C. W., 112 E. Cleveland, Guthrie, Okla.

POSITION WANTED—As manager of country elevator within a radius of 150 miles from Kansas City. One where coal or live-stock on side preferred. Am manager of line company's elevator, which I have held for five years. Have had eight years' experience with dozen different makes of gas engines, trouble shooting. First class references. Must have \$70 per month or equivalent commission. Address Box 37, Huron, Kans.

Could Have Sold Another Elevator

"Please discontinue our ad, as we have sold the plant thru the advertisement, and could have sold another just like it, if we had had one. O. D. Brungard, Ridgeway, O."

A Want - Ad Will Sell Yours

If inserted in the "Elevators For Sale" columns of the

GRAIN DEALERS JOURNAL

Over 6,000 possible buyers.
Costs 20c per type line.

ALL SEEDS SOLD

Forty-eight inquiries from one insertion of an ad. in the "SEEDS FOR SALE" columns of the
GRAIN DEALERS JOURNAL, CHICAGO
THE AD.

FOUR CARS NEW TIMOTHY SEED
for sale. Write for samples and prices. Yost & Morley, Libertyville, Ia.

THE PROOF

Libertyville, Ia., Aug. 20, 1911.

Gentlemen:—Please discontinue our "Seeds For Sale" ad., as we have sold all. We have received 48 inquiries up-to-date.

Respectfully, Yost & Morley.

SEEDS FOR SALE—WANTED

MEAL WANTED.

WE ARE ALWAYS IN THE MARKET for straight and mixed cars—corn chops, sacked corn, straight and millrun bran, corn meal in 35 lb. and 17½ lb. sacks, oats, in fact all kinds of feedstuffs delivered basis Group 1 Texas Points. Shall be pleased to have prices from reliable manufacturers. Address S. F. Nelson, Winnsboro, Tex.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

WANTED—Yellow Ear Corn, shelled corn, white oats, hay, straw, potatoes, cabbage, apples and roots, also packing hay, car lots. C. T. Hamilton, New Castle, Pa.

GOVERNORS ISLAND, N. Y. H., April 1, 1912.—Sealed proposals, in triplicate, for furnishing fuel, gasoline, mineral oil and forage and straw (three months' and a year's supply) required in Eastern Division, during year commencing July 1, 1912, will be received here until 10 a. m., May 1, 1912. Information furnished on application. J. B. Bellinger, C. Q. M.

PROPOSALS for wood, charcoal, smithing coal, gasoline, mineral oil, forage and bedding.—Chief Quartermaster's Office, Federal Building, Chicago, Ill., April 1, 1912.—Sealed proposals will be received here until 11 a. m., May 1, 1912, for furnishing supplies mentioned above required in this division during fiscal year commencing July 1, 1912. Information furnished on application. Col. Jno. L. Clem, Chief Quartermaster.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY AND STRAW WANTED—Correspond with me. C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALFALFA HAY WANTED.

Get our prices before selling. We are the largest handlers in the Middle West. Albert Miller & Co., 192 N. Clark St., Chicago, Ill.

GRAIN FOR SALE.

WHO WANTS CORN AND OATS? Write the Golden West Grain Company, Sioux Falls, S. D. They have an abundance of it and can ship everywhere.

FOR SALE

Alfalfa Seed Timothy Seed
THE NEBRASKA SEED COMPANY
OMAHA, - NEBRASKA



Headquarters for Wisconsin Grown Timothy and Clover Also Dry Land Montana Grown Alfalfa
ROSENBERG & LIEBERMAN
MILWAUKEE, WIS.

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

SEEDS WANTED—Cow Peas, all varieties. Quote best price F. O. B. your station or deliver Pocomoke. State quantity and variety. Send sample. Peninsula Produce Exchange of Md.; Pocomoke City, Md.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

SEED CORN FOR SALE

I have secured a choice lot of early Ohio River bottom

Red Cob, White Corn, Small Cob
THIS SEASON'S CROP

Matures two or three weeks earlier than any other variety in section it comes from and is the only section where good sound seed has been found throughout the corn belt.

It has been tested repeatedly and will easily run 92 to 97 per cent healthy germination. The lowest test thus far made showing 95 per cent, and as high as 97 per cent.

For sample and price, address or see,

J. T. DARNIELLE
PIASA, ILL.

Or my agent Wm. Nelder, Fidelity, Ill.

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.

NOBLE BROS. SEEDS

The best evidence that clover seed is not foreign grown is its freedom from buckhorn and dodder seeds. We have the purest of domestic seed. High testing seed corn, ear or shelled.
NOBLE BROS. Central Ill. Seed Merchants GIBSON CITY, ILL.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

2 Journals \$2.00

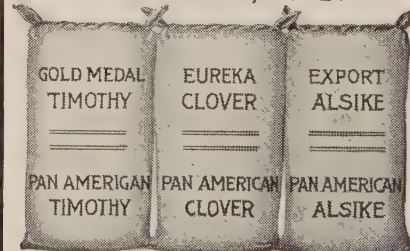
Send us Chicago or New York exchange for \$2, and we will send you the weekly

HAY TRADE JOURNAL of Canajoharie, N. Y.
and the semi-monthly

GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

Grain Dealers Journal, LA SALLE STREET, Chicago, Ill.

Whitney-Eckstein Seed Co.
BUFFALO, N. Y.

Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

WE MAKE A SPECIALTY of high grade seed corn, also seed oats. Aye Bros., Blair Nebr.

MAMMOTH and timothy seed. For prices and samples, write Walter G. Trumpler, Tiffin, Ohio.

FANCY HIGH BRED Broom Corn Seed. We furnish this seed to U. S. Government for Crop Improvement. Address Fancy Broom Corn Seed Co., Lock Box 32, Oakland, Ill.

SEED CORN Plant the best and highest yielding corn that grows. Send at once for free corn book giving description, proof and prices. E. D. ROBERTS, Corn Specialist, Red Oak, Iowa

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

John A. Salzer Seed Co.

GROWERS and DEALERS of FARM and GARDEN SEEDS

LA CROSSE, - WISCONSIN

SEEDS FOR SALE.

GERMAN MILLET is our specialty and we are now in position to furnish the trade with new crop seed either in small or large quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

ALFALFA SEED, Seed Corn, Blue Stem and Fife Wheat, Durham Wheat, Balled Barley and Millets for sale. The Lytle Elevator Co., Miles City, Mont.

PEAS—Whip-poor-will, mixed and New Eras, local or car lots. Ask for samples and quotations. Brown-DeField Grain Co., Charleston, Mo.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

SEEDS FOR SALE.

IF YOU ARE IN THE MARKET for Medium or Mammoth Clover Seed, also Alsike and Timothy Seed, ask for samples. If you have seed for sale mail samples. Kraus & Apfelbaum, Columbia City, Ind.

HOME GROWN

MEDIUM AND MAMMOTH RED CLOVER ALSIKE AND TIMOTHY.

If you want high grade qualities, we have them.

Write for samples and prices. LOOK OUT for the FOREIGN MIXTURES, at a little less money. Get the best that can be procured. We sell that kind.

THE SNEATH-CUNNINGHAM CO., TIFFIN, OHIO.

Rudy-Patrick Seed Co.

CANE, MILLET, ALFALFA

POULTRY FEED

KANSAS CITY, MO.

IF YOU WANT

High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

G. S. MANN, Seed Broker

930 Postal Tel. Bldg.

CHICAGO, ILL.

ALFALFA SEED

Utah and Idaho grown. We are the largest primary dealers in the west and received highest award at Exposition Universelle, Paris, France, 1900.

THE C. A. SMURTHWAITE CO.

OGDEN,

UTAH

Est. 1887

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

Kraus & Apfelbaum

SEED DEALERS

Clovers Millets

Timothy

Columbia City, Indiana

W. H. Small & Co.

SEEDS

Clover
Alsike
Alfalfa
Crimson Clover
White Clover
Timothy
Red Top
Orchard Grass
Blue Grass

COTTON AND JUTE BAGS

EVANSVILLE, INDIANA

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy

Clover

Flax

Agricultural

Grain Bags

Pop-Corn

Seed Corn

Beans, Peas

CHICAGO

MINNEAPOLIS



Minneapolis Seed Company

Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Separate the Wheat from the Oats

Under the very best of conditions, oats and barley will get into the wheat, making a mixture that is objectionable. Using all possible care, this is a condition that has to be dealt with and a separation should be made.

It is unwise to ship such mixed grains to market as the presence of either lessens the value of both.

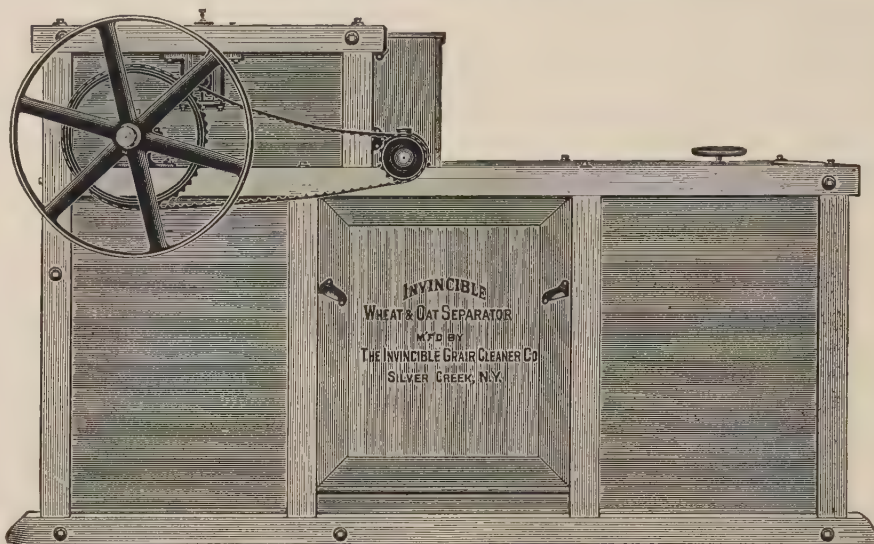
Hence, every every elevator should have an

Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would otherwise be wasted.



Write for prices and further particulars to

INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 234 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

STRONG-SCOTT MFG. CO., Minneapolis Minn.

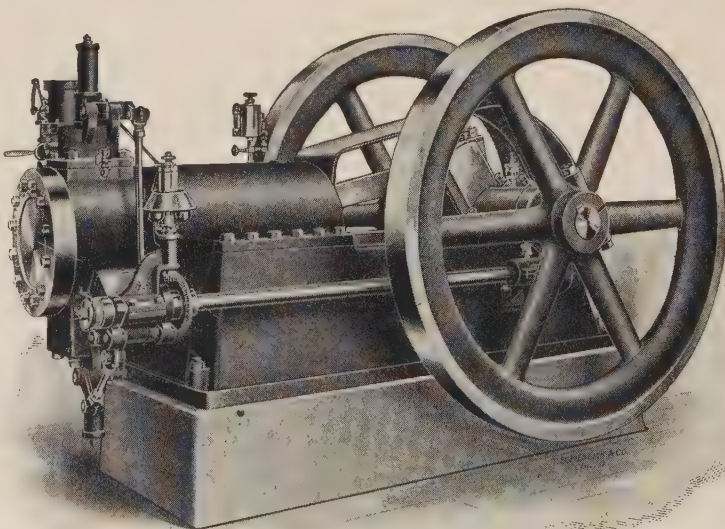
SUPERIOR GASOLINE ENGINES

INCREASE POWER

Are EFFICIENT, RELIABLE and constructed for service. Your Elevator requires a steady power, which can be applied on a moment's notice.

The SUPERIOR Engines develop and maintain the amount of power at which they are rated.

We solicit your inquiries, and will be pleased to send you the name of some Elevator Firm who owns a SUPERIOR.



DECREASE EXPENSE

Our catalogue and prices for a two cent stamp

SUPERIOR GAS ENGINE CO., Springfield, Ohio

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., APRIL 10, 1912

IF Chicago stocks are materially increased, it will be necessary to provide more storage room. Boats may furnish the desired capacity, but this is not very satisfactory to those interested in holding for higher prices.

NOTWITHSTANDING that the federal government and the rules of some of the grain exchanges are against the man who tries to corner the market, the short seller does not seem to have nerve enough to push down prices and keep them down.

SALVAGE GRAIN, even tho it be "putrid," as the dear doctor so loved to call it, will not be indulged in for a time at least, unless some buyer gets a lot of stuff he does not want. Then the government may be called in to protect him from his own contract.

REPORTS of prospective improvements and of new elevators indicate that the coming season will be an unusually active one in the grain elevator building line, and the grain dealers are preparing to build better houses not only in convenience, but in economical handling. Several contemplate building brick offices. They propose to keep warm and to provide a fireproof repository for their account books.

THE DEALERS of Northwestern Ohio, who thot so well of the cental system theoretically, have not yet put it into use practically. Dealers who are interested in simplicity and living profits should buy grain by the pound, not by the ton or even by the cental.

JUST about the time the Crop Killers Union had reached the chorus of their annual dirge over the death of the winter wheat, warm rains and a rising temperature gave a lie to the extravagant statements, and many farmers who had already planned on plowing up all of their wheat, are spending their spare moments figuring on how many bushels the south 80 will make.

AN INDIANA line company, which has lost several elevators by fire, notwithstanding the adoption of all known preventive measures, is now figuring on replacing its elevators as they burn, with concrete structures. These will not burn, so many of the elevator man's fire hazard problems will be eliminated at one blow, and the cost of his insurance will be reduced to a very low figure.

SEED WHEAT is in such urgent demand in some sections of North Dakota that the farmers are engaging in real fights to see who will have the next turn to load up. A heated discussion at an elevator in Regent recently, where farmers are being supplied with wheat, resulted in four of them being badly injured and each fined \$25 and costs. One reason for their haste to obtain the grain was that the county was supplying the seed and the supply was limited.

BAG-LENDERS will grant a great favor to members of the trade elsewhere if they would give a diagram or explanation of how they profit by loaning bags to farmers in which to haul their grain to some other buyer. The practice is a relic of the pioneer days, and has no place in modern business. The bag-lending grain dealer might just as well undertake to furnish wagons and horses to the farmers as to furnish bags, as they are just as necessary to the marketing of grain as are the bags.

DUST EXPLOSIONS do not occur with a sufficient frequency to keep operators of grain elevators and flour mills on guard. They forget the great destruction of property and the woeful loss of life at Minneapolis, Toledo and Rutland, Vt. Some small dust explosions have not resulted in great damage, but in many cases the first explosion has jarred the building sufficiently to dislodge large quantities of dust, and so fill the air with flying particles as to result in a much greater explosion and the complete destruction of the property. The only real protection from disasters of this character is to keep the plants clean and free from dust.

ANOTHER Indiana elevator has had the misfortune to get in the way of a derailed freight train, and altho not demolished as was the depot on the other side of the track, still the elevator was badly damaged. The frequency with which railroad trains are running off the track and destroying the property of the grain dealer emphasizes the great advantage of having his elevator on his own ground. Then if it is damaged by the railroad company, he can easily collect losses, and generally without a suit.

CANADIAN WHEAT of poor quality, tough and damp, is being sold this side of the line with every promise of more being offered soon and at lower prices. So much poor wheat was produced in our northwestern states last year, manufacturers of chicken feed and other concentrated feed stuffs have wallowed in a bountiful supply of choice material. Rapid increase during recent years in the feed stuffs trade has created a good market for nearly every waste product the elevator man has to offer, and low grade grain of all kinds is now commanding prices which a few years ago seemed impossible.

TEAM TRACK Weights of Chicago, just as of every other terminal market, are unsatisfactory, and the investigations of the Interstate Commerce Commission at Chicago last week disclosed the fact that the local buyers who used team track weights were just as completely disgusted with them as were the shippers who suffered losses. Where grain sent to terminal markets is unloaded into elevators, cars swept and contents weighed in hopper scales by the Board of Trade Weighing Dept., everyone is satisfied, and the expense of handling the business this way is much less than where it is scooped into wagons and weighed over wagon or track scales. Bulk grain should not be sent to team tracks, if it can be avoided.

SOME CHEAP politicians, combined with a few greedy contractors and a number of enthusiastic believers in water transportation for every point of the globe, are wasting a lot of good time and energy in an effort to induce the government to dig a 14 ft. canal by way of the Maumee River and Ft. Wayne, so as to connect Lakes Michigan and Erie. It is claimed that this will reduce the distance between Chicago and Buffalo about 400 miles. However, it would not reduce the time necessary to transport grain by water between these two points, nor would it reduce the cost of such transportation. Interest on the cost of the canal would much more than pay the cost of transporting by rail all the freight now passing between the two cities. The day of transporting freight by canal is passed for America, because the railroads perform the service so cheaply and deliver it at such convenient points, the canals cannot hope to compete.

FREE STORAGE in country elevators for farmer patrons who intend to sell when they get ready, has done much to injure the elevator man's business and confine his operations to the use of a few bins that he had not given away to a prospective customer. The farmers would be much better off to keep the grain on the farm until they are ready to sell. Keep it out of sight and it will not exert a bear influence. The average country grain dealer can invariably use all the storage room he has to his own advantage in classifying, cleaning and handling his own grain.

ILLINOIS grain dealers have been so eager to have their scales inspected by the official scale inspector of the state Ass'n that they have readily fallen prey to an inspector claiming to be the official inspector of the Ass'n. The bogus inspector travels around without test weights or tools, cards or literature, and now that attention has been called to his methods, dealers who have paid for his services are wondering if he really knew how to test a scale. Mr. Clay Johnson is the only one authorized to represent the state Ass'n in inspecting scales. Others claiming to hold this authority should be reported to Secretary Strong, that the trade may be protected from the imposition.

FOLLY OF SIGNING CONTRACTS WITHOUT READING.

Additional complaints from grain dealers published in this number serve again to emphasize the necessity of every business man refusing absolutely to sign contracts until he has read them carefully and clearly understands their meaning. Verbal amendments or explanations of long winded fine print contracts have no standing in court, as the other principal to the contract can judge of the signers intent only by the provisions of the written or printed contract.

The grain dealer who wants the service of a "mercantile agency" will be much safer to write out on his own stationery an order for what he wants, and is willing to pay for, and sign that. Then he is quite certain to know just what he is doing, and will not be snared into signing an interminable contract by pages of finely printed conditions, which he has not time or inclination to read. The traveling solicitor may not have the correct idea of what is intended by his principal, hence is not in a position to give the other party to the contract a clear idea of what is meant by the contract even tho he desired to do so.

A solicitor is sent out to get contracts, and even tho he does not misrepresent, his enthusiasm may lead the prospective customer to get a wrong idea of the service, but surely no one is justified in presenting a contract for one year's service

which automatically renews itself for another period, without explaining that condition to the customer. To do so is to build a stone wall between the agency and any future business from the patrons so trapped. Probably because of this the agency complained of by our readers has seen fit in some cases to compromise its claims for pay for a second year's service.

No doubt many of our readers have been deceived by solicitors who induced them to sign, without reading, long winded contracts, but men in the grain business are supposed to have sufficient intelligence to be able to understand contracts of this character, and if they do not they shud not sign them.

FORGED Bs/L.

So many bankers and receivers have been imposed upon during recent years by unscrupulous merchants, who have been supplied with blank Order Bs/L in limited quantities, that the wonder is the railroads have not long since been forced to keep under lock and key all forms of this character, print them on a different color, number them consecutively, sign them with ink, date them with the station dating stamp and send advice of the shipment to agent at point of destination. With these essential requirements adopted, fewer weaklings in business would be tempted to recoup their wasted fortunes even temporarily, by imposing upon the credulity of men in the trade, by forging Bs/L.

A New York correspondent who suffered heavy losses several years ago, thru the forging of Bs/L by the junior partner of an old and long respected firm, presents in this number the best protected form which has been presented to the grain trade for consideration. No doubt if his plan were adopted, forging Bs/L would be reduced to a minimum.

The forging of passenger tickets to the next station is almost unheard of. The amount of money involved is very small in comparison, but the railroads, who would be the principal sufferers if tickets were forged, take reasonable precautions to prevent blank tickets getting into the possession of outsiders. The same results no doubt would accrue if order Bs/L were protected with even the same safeguard as are now given the small card passenger tickets, valued often at less than ten cents.

The men who have been successful in disposing of forged Bs/L in nearly every case have been men who thru years of business honesty, had established a reputation, which gave the receiver or the banker just reason to believe that the bills presented were good. True, the sharper has occasionally imposed upon overly eager receivers with spurious Bs/L, but their falling for this game was inexcusable.

To continue the present lax method of issuing Order Bs/L is to tempt, invite and encourage honest men to turn knaves, when misfortune overtakes them. Every one identified with the grain trade or the handling of Order Bs/L is directly interested in the adoption of some plan which shall prove a permanent check against bogus Bs/L, and the more vigorously the agitation for reform is conducted the sooner will relief be obtained.

ELEVATION AND LOADING FEES.

The agitation to have the elevation allowance reduced to $\frac{1}{4}$ c per hundred pounds is not meeting with earnest support from most of the elevator men who are now favored with an allowance of $\frac{3}{4}$ c per hundred pounds. If the different factions would compromise on $\frac{1}{2}$ c, the cost of elevation would be well covered and fewer people would be induced to build grain elevators, by reason of the profit to be obtained in handling grain at $\frac{3}{4}$ c per hundred pounds.

The elevator owners are in reality providing freight depot facilities for bulk grain and operating them to the advantage of grain shippers as well as grain carriers. The charters of most of the railroads provide that they shall furnish depot facilities for both passengers and freight. Inasmuch as the railroads offer to transport bulk grain in carload lots, it would seem their duty to provide depot facilities at all stations. It is primarily a part of the business of the railroad company to do so. Failing to provide such depot facilities, the carrier should be required to pay others for doing so.

The terminal elevator is no more entitled to an elevation allowance than is the country elevator man to a loading fee. Both perform a valuable service for the railroad company, and each is entitled to more than the cost of operating their houses in the handling of grain for loading or unloading. The elevator man is entitled to some compensation to cover the cost of installation, interest on investment and depreciation.

Many of the eastern trunk lines recognized their duty in the early days of railroading, and provided elevators at each country station for the receipt, classification and loading of grain, and even today some of the elevators along the Michigan Central, the Lake Shore, the Pennsylvania and the Erie are owned by those railroads and rented to grain dealers.

Most of the large terminal elevators erected during recent years have been paid for by the railroad companies, in the hope that their rolling stock would be promptly relieved of bulk grain without detriment to the interests of the shipper. Whenever the elevation allowance is no longer called in question, and has become an established fixture of the trade, then several terminal markets now much in need of additional elevator room will be promptly supplied by grain merchants, who are willing to provide facilities for unloading bulk grain at $\frac{3}{4}$ c per hundred pounds.

THE HIGH cost of living will surely be investigated, as the politicians are deeply interested in the welfare of the "common peepul." Waste, shiftlessness and greed will be found largely responsible, but when it comes to grain, the investigators will find that Sec'y. Wilson's charge against the middleman does not apply. The grain merchant handles his commodity on a lower percentage than those engaged in any other line of business, and if the grain dealer is to be eliminated, it should be for the purpose of placing him under the guardianship of the Price Cutters' Union. The average grain dealer has so long persisted in paying more for grain than he can get for it, the wonder is the sheriff has not taken charge of most of the elevators long ago.

CORN TESTING IN SAWDUST BOX.

The present year of poor seed corn has called forth all possible means of testing corn before planting to learn its germinating qualities. One of the simplest, as well as one of the best testers where no other means are available is the saw-dust box tester, which has been introduced into numerous corn growing centers all over the country and which has doubtless saved many farmers from planting corn which would never come up. Herewith is reproduced an engraving which will assist to make clear the operation of the device.

When ready to test seed corn lay out the ears to be tested side by side on a table where they may remain thru the test without being disturbed. Number them. Remove 1 kernel from near the butt of ear No. 1, the middle and the tip. Turn the ear over and remove 3 more kernels from the opposite side in a like manner, taking 6 kernels in all and securing a sample from the entire ear. Place the 6 kernels at the end of the ear from which they were taken. Proceed in the same way with each ear and use care that the kernels do not get mixed. After the kernels are removed lay boards over the rows of corn to keep them in place until the germination is known.

Then get a box 3 or 4 inches deep and 30x30 inches in size and fill half full of moist saw-dust well pressed down. Mark in such a manner as to correspond with the numbers of the ears which are being tested. Great care should be used in marking the squares in the box so that there will be no confusion when the reading is made. Place the kernels from ear No. 1 in square No. 1 of the germination box; from ear No. 2 in square No. 2, and so on with all the ears. Cut a good piece of cloth the size of the box and lay it on top of the kernels and dampen by sprinkling water over it. Then place over this a cloth about again as large as the box and fill in on top of this with about two inches of moist saw-dust and press down firmly. Finally fold the edge of this cloth over the saw-dust to cover it.

Set the box in a warm place. It must not freeze. The kernels will germinate in about six days. Then remove the cover carefully to avoid misplacing the kernels in the squares. Examine the kernels. If one or more kernels in any

square are dead or if some of the kernels are decidedly weaker than the others throw away the ear from which they came. The use of "horse sense" in following these directions should bring accurate results every time. From "Home-Made Seed Corn Testers," by H. D. Hughes. Circular No. 1. Iowa Agri. Exp. Sta., Ames, Ia.

OBJECTIONABLE STRIKE Clause in Ocean Bs/L.

An outrageous new clause attached to steamship Bs/L has completely demoralized the grain export trade of Montreal and the eastern seaboard. The new clause, which has been put into effect by all the large steamship companies, is the result of the coal strike in England. It reads as follows:

"If the discharge of the goods or any part is or is likely to be prevented or delayed beyond the usual time therefor by war, civil commotion, insurrection, blockade or other hostilities, or by strikes, labor disturbances or stoppage of labor, of carriers, employees or others, or lockouts by the carrier or others, the carrier shall have liberty, at the risk of the owner of the goods, either to return the goods, on board, to the port of shipment, there to be placed in warehouse, or to discharge them at any other port to be warehoused there or forwarded to destination, subject always during exercise of the privilege to this and all other terms contained in this B/L."

To ship under such conditions is to take a chance of the grain never reaching its destination, say the shippers. The White Star Dominion Line was the first to attach the clause to its Bs/L, and as soon as this was learned messages began to arrive from both the United Kingdom and the United States, stating that no shipments of grain would be accepted which had this clause attached to the Bs/L, as the banks refused to accept such. Orders have been cancelled at the last moment and shipping conditions, which have been badly crippled all winter by the country-wide car shortage, are now in utter chaos. Montreal grain men say that the clause is illegal and cannot hold good, on account of the "Water Carriage Act," passed by Parliament two years ago, which does not permit of the application of such a rule to Canadian shipping. Agents at the local offices of the steamship companies declare that they have received their orders from the other side of the water and that they are powerless to give relief.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 32082 loaded with wheat passed thru Worthing, S. D., Apr. 4, on freight going east, leaking badly at end of car between crossbeam and siding at bottom; repaired same as best we could.—J. Madden & Son.

C. & A. 14283, loaded with oats, passed thru Marshalltown, Ia., on I. C. Ry., Mar. 23, leaking oats thru lower end siding at lower sill; could not call crew's attention to leak as I was on the way home.—R. A. Frazier, Nevada, Ia.

Southern 36475, loaded with wheat, arrived in Ada, Minn., Mar. 25, with bad corner leak; fixed up by train crew; end of car in bad shape.—D. H. Fulton.

C. R. R. of N. J. 12266 passed thru Cumberland, Md., Mar. 26, with door frame broken and corn leaking badly; could not do anything to stop leak as car was moving.—Jobbers Brokerage Co., Inc.

Ga. 72114 loaded with yellow corn, leaking badly over draw bar, was set out at Parnell, Ill., Mar. 18, and repaired by us.—E. P. Armstrong & Son.

L. S. & M. S. 42514 passed thru Ambia, Ind., Mar. 17, leaking yellow corn at side of car.—Ambia Grain Co.

C. of G. 11912 passed thru Kessler, O., at 4:33 p. m., Mar. 16, eastbound, leaking oats at side door; train did not stop and we were unable to repair or stop leak.—G. W. Falknor & Son.

Ill. Cent. 48307 passed thru Cleveland, Minn., Mar. 15, with a very bad leak in one end.—Farmers Elevtr. Co., per C. Roscoe Davis, mgr.

N. C. & N. W. 48582 leaking yellow shelled corn very badly was set off about Mar. 14 at New Haven, Ind., for repairs; loss will be large. Car evidently given to Nickel Plate by Wabash as it was set on transfer track.—Stiefel & Levy.

S. L. & S. F. 32977 passed thru Dunlop, Ill., Mar. 10, leaking oats badly at draw bar. No chance to repair.—Jackson & Shehan.

COMING CONVENTIONS.

Among the numerous conventions of grain dealers booked for the summer months are the following:

Apr. 13.—The Western Grain Dealers Ass'n will hold its annual meeting in Des Moines, Ia.

May 21-22.—The Oklahoma Grain Dealers Ass'n will hold its annual meeting at Oklahoma City.

May 23-24.—The Texas Grain Dealers Ass'n will hold its annual meeting in Fort Worth, Tex.

June 11-12.—The Illinois Grain Dealers Ass'n will hold its annual meeting in Peoria, Ill.

June 14-15.—The Indiana Grain Dealers Ass'n will hold its annual meeting in Indianapolis, Ind.

June 17-18.—The Council of North American Grain Exchanges will hold its semi-annual meeting in Cedar Point, O.

June 19-20.—The Ohio Grain Dealers Ass'n will hold its annual meeting in Cedar Point, O.

June 25-27.—The American Seed Trade Ass'n will hold its annual meeting at Chicago.

July 16-18.—The National Hay Ass'n will hold its annual meeting in Kansas City, Mo.

September.—A conference of grain dealers with the Bureau of Chemistry, Dept. of Agri., on standardization of corn grades is expected.

Oct. 1-3.—The Grain Dealers National Ass'n will meet at Norfolk, Va.



The Sawdust Box Tester with Kernels in Place.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

REPAIRS LOADING SPOUTS EASILY.

Grain Dealers Journal: We have had some trouble and expense in repairing or replacing flexible loading spouts but have hit upon an economical plan. We took some of our old spouts to the tin shop and had them cut into pieces about 5 by 7 inches with one rivet hole punched in one end by slipping this patch in between the lengths of loading spout so it covers the hole and fastening with a rivet we have the spout repaired. When this patch wears through we take it out and put in another.—H. C. Hamilton, Nora Springs, Ia.

WRITTEN CONTRACTS FOR GRAIN

Grain Dealers Journal: It is gratifying to know that country grain dealers in increasing numbers are using written contracts for buying grain from farmers for future delivery. This is only an evidence that these dealers have the courage to stand up for their rights and for fair dealing. Verbal agreements have often resulted in misunderstanding and loss to the buyer, and they will be the cause of much worry so long as grain dealers use such lax methods.

Country shippers buy farmer's grain months before it is harvested, but without written agreements they do not know how much grain they can expect to receive. The farmer speculates and the grain dealer assumes the risk without pay or reward. In many instances the buyer advances money to the farmer, in order, as he hopes, to secure the farmer's patronage. But if the market price advances before delivery, many unscrupulous farmers will claim a short crop and deliver only a part of the amount sold; the remainder will be hauled to a competitor at the advanced price. If the price declines, Mr. Farmer will deliver all.

Grain dealers have been bearing this risk of fluctuations in price and in shortage of crops, without compensation, as tho it were a part of their business. And the worst of it is, every dealer who practices these loose methods knows that he does it because he fears the farmer will haul grain to a competitor.

The reason why grain dealers do not place these agreements in writing is because some farmers object to signing a contract. It is interesting to note that at a recent meeting of farmers' elevator companies it was decided that all purchases of grain from farmers for future delivery *must be made in writing*. At this meeting, in a discussion as to what leeway should be allowed for shortage or overrun in the yield, it was decided that the farmer *must deliver* the exact amount of grain specified in the written agreement. Any surplus or shortage must be settled at the market price on day of delivery. Grain dealers should not hesitate to adopt the written contract when farmers themselves see that it is the only fair method of buying for future delivery.—J. C. C.

CAUGHT BY BRISTOL'S SELF-RENEWING CONTRACT.

Grain Dealers Journal: Misery loves company. We, too, were bit by the "Bristol Mercantile Company." Under very persuasive eloquence we were induced to try their system *one year*. Being busy, we never read the contract submitted to us not supposing after our very specific statement that we would try it for one year that a contract would be put under our nose for signature that called for anything else.

Imagine our surprise months after the expiration of our first year to be served with a notice from a Collecting Agency to pay for another year as our contract had a continuing clause for a second year in case we did not follow the printed agreements and specifications in *fine print*, which we never read or paid any attention to.

We compromised on half the bill, paid it and said we hoped some day to meet the man that held us up and would try to get even. We have never been robbed by a Mercantile Company professing to serve us and make us some money as we have by this Bristol Company. The Public should be warned against such Concerns. We don't recall a trade we secured through this Agency and so told them.

We never asked for further service from them but our explanation only made them the keener for blood. We returned book and ordered them not to pester us with any of their literature as we received no benefits from same. Be kind enough to publish this so future victims will look over their contracts at once and possibly avoid being fleeced as we were. —Very truly, S. Bash & Co., Ft. Wayne, Ind.

IGNORES SELF-RENEWING CONTRACT COMPLAINED OF BY GRAIN DEALERS.

Grain Dealers Journal: We have become convinced that your recalcitrant reference to the Agency appearing in your paper, was intended to damage the business of the Agency if possible, and whereas you published the same without taking the matter up with the Agency, we have placed the matter with our attorneys in Chicago, and unless you retract the same, we shall be governed by the advice of our attorneys.

In order that you may ascertain the absolute value of the service of this Agency and the class of clients that it represents we give you a few houses whom you may correspond with and if you are not satisfied after hearing from these firms, whom we have represented some of them 10 years, we will furnish you a few hundred of them.

Kindly write to
Collins & Co., Cincinnati, O.
Maguire & Co., Cincinnati, O.
Clinton Duncan & Co., Ostrander, O.
Douglass Hay & Grain Co., Lima, O.
John Fangboner, Fremont, O.
John E. Murray, 136 Liberty St., N. Y. City.

Abner Hendee, New Haven, Conn.
J. V. Craig, Washington, D. C.
Jos. Gregg & Son, Atlanta, Ga.
Smith & Martin, Atlanta, Ga.
Carlisle Commission Co., Kansas City, Mo.

Hess Elev. Co., Akron, Mich.
Crane & Crane, Eaton Rapids, Mich.
Gale Bros. & Co., Cincinnati, O.
Chas. Wade, Paris, Ill.
—Yours truly, The Bristol Mercantile Agency, New York, N. Y.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WILL ILLINOIS PROPORTIONAL BE ABOLISHED?

Grain Dealers Journal: Is there any foundation for the rumor that the Illinois Proportional billing will soon be abolished? Any information in regard to this change in billing will be greatly appreciated.—R. S. McCague.

WHO WOULD OPEN OFFICE?

Grain Dealers Journal: What class of commission firms would be likely to consider favorably the opening of a grain commission office in this part of the country?—O. W. Ripsch, Pontiac, Ill.

Ans.—Try any of the private wire houses.

NAMES OF SURPLUS INSURANCE BROKERS?

Grain Dealers Journal: "Will you please give us the names of reliable insurance brokers in your city. We want what are known as "surplus insurance brokers" who will get us reliable insurance.—Nashville Grain Co.

Ans.—We would respectfully refer you to E. T. Marshall & Co., and Rollins & Burdick Co., both Chicago.

WHAT IS MOST ECONOMICAL TANK?

Grain Dealers Journal: We would be pleased to know what is considered the most economical tank for storing grain. We would want one of about 50,000 bu. capacity.—Raymond P. Lipe Co., Toledo, Ohio.

Ans.—The only material used in construction of grain storage tanks during the last three years is steel and concrete. The cost of operation of a tank constructed of either material would be approximately the same. The cost of construction would depend largely upon the location and the eagerness of grain tank builders for the contract.

RECOVERY OF EIGHTY CENTS PER CAR FOR COOPERAGE?

Grain Dealers' Journal: Are we shippers on the C., M. & St. P. and C., R. I. & P. Rys., entitled to 80 cents per car for cooperage on cars shipped between Nov. 18, 1908, and Aug. 14, 1911?—H. C. Hamilton, Nora Springs, Ia.

Ans.—Yes, provided labor and material were furnished by shipper. These payments to shippers are authorized in tariffs of the Rock Island between Sept. 28, 1908, and July 1, 1911; and of the Milwaukee between Mar. 10, 1909, and July 1, 1911; as given in western trunk line tariffs I. C. C. Nos. A-1- 18- 43-89- 122- 164 and 191.

Good legal authority holds that the railroads could pay the cooperage allowance without tariff authority; in which case there is no limit of time.

IN WHAT TIME MUST CARRIER SETTLE CLAIM?

Grain Dealers' Journal: In reply to the Easton Grain Co., with regard to how long a time the carrier has to settle a claim, I would say there is no federal regulation at present specifying the time within which a carrier shall pay claims for loss and damage, or what shall be considered a reasonable time. There is, however, a bill now before Congress dealing with this question.

As to state traffic the laws of the various states apply and they are almost as variable as there are different states. In some states laws have been enacted fixing the time together with penalties.—J. C. Lincoln, St. Louis, Mo.

QUALITY OF ELEVATOR PAINT.

Grain Dealers' Journal: Will the Journal please let me know if a paint composed of the following ingredients, as stated on the label, is a good paint for my elevator, as I want to paint my elevator and want to know if it is good.

Ferric oxide, 9 per cent; calcium sulphate, 91 per cent, in the pigment; linseed oil, 47 per cent; varnish, 31 per cent; and drier 22 per cent, in the liquid.—J. H. Jenner, Lehr, N. D.

Ans.: The durable part of the pigment is the ferric oxide, or iron ore, composing only 9 per cent, the calcium sulphate is sulphate of lime and only adds bulk, the iron being sufficient to color the whole red, making what is known to the trade as "Venetian Red," of poor quality. The liquid is better than the pigment, however, containing as it does 47 per cent of linseed oil. The "varnish" is probably a euphemism for rosin oil or gloss oil. The percentage of drier is rather large for durability. A paint made up on the foregoing formula should last 4 or 5 years.

MUST CARRIER FURNISH CAR IN 6 DAYS?

Grain Dealers Journal: I have read that railroads must furnish shippers cars within six days in accordance with an order of the Interstate Commerce Commission. Where can we get a copy of this order; and where can we get a copy of the laws and regulations governing the furnishing of cars to shippers?—Jackson & Shehan, Dunlap, Ill.

Ans.: The order was given Jan. 8 by the Interstate Commerce Commission in the case of Wm. K. Noble v. Baltimore & Ohio R. R. Co., and copies of the entire decision may be obtained by writing to the Interstate Commerce Commission at Washington, D. C. The order reads as follows, in full:

It is ordered, That the prior order of the Commission herein, dated December 12, 1910, in regard to reparation stand as formerly entered; but that the provision in said order in regard to minima weights applicable to cars of given dimensions be modified so as to read as follows, to wit: That defendant The Baltimore & Ohio Railroad Company be, and it is hereby, notified and required to establish and put in force, on or before the 1st day of April, 1912, and maintain in force thereafter during a period of not less than two years, and apply to the transportation of interstate traffic a rule to the effect that when a car of the capacity or dimensions ordered by a shipper, and provided for in the tariff, can not be furnished after six full days' notice therefor has been given by the shipper and a larger car is furnished, such larger car shall be used upon the basis of the minimum weight fixed in the tariff for the car which was ordered, provided the shipment could have been loaded upon or in a car of the size ordered; and defendant's tariff must contain a provision to that effect.

Instead of compelling the railroad company to furnish the desired car in 6 days the foregoing order simply authorizes the use of a larger car that may be available, at the minimum weight of the car of capacity ordered.

BUYING CORN BY GRADE.

Grain Dealers Journal: It is indeed gratifying to note in my travels among the corn handlers, that buyers are discriminating with ever increasing sharpness against low grade corn. This is one result of the Food & Drugs Act for which the entire trade should be thankful. Shippers seem to lack sufficient backbone voluntarily to tell the farmer they cannot pay corn prices for water, but now that the Chief Chemist of the Agricultural Dept. has branded this stuff as

worthless, country dealers are more certain to buy it on its merits, if at all. Many have already installed moisture testers and others are docking receipts in keeping with what they are docked on their shipments to central markets.—B. A.

A map of the recent barley campaign in Wisconsin, showing the work done, has been prepared by H. E. Krueger. The campaign opened in February, the C. M. & St. P. furnishing the demonstration car and Prof. Moore, state agronomist, accompanying the tour as director and speaker. Twelve new county orders of the Wisconsin Experiment Ass'n were established and many farmers attending the meetings were enrolled, and elected officers at the time. Prof. Moore constantly insisted on the introduction of pure bred pedigreed seed as a basis. Mr. Krueger has been giving barley demonstrations at the county institutes and has succeeded in arousing much interest in creating barley seed centers.

"LICHTSTERN'S PROTEST":

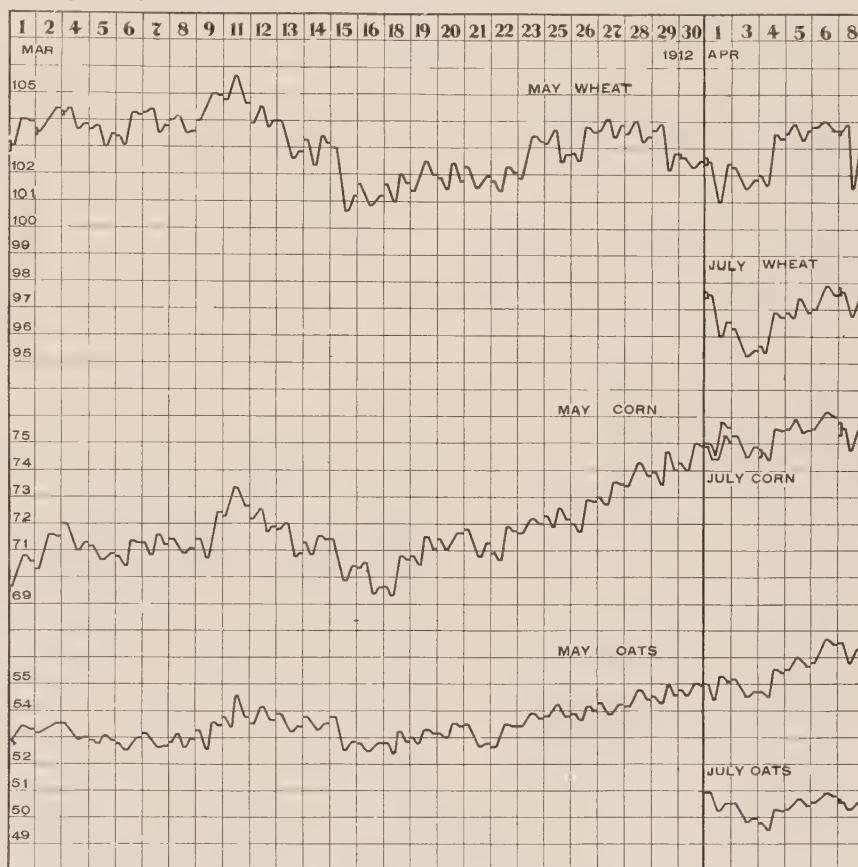
A year ago I bot this wheat
Because I thot it was quite cheap;
I took it in and then I foun'
They was tryin' to kick ma wheat aroun'.

I've paid the storage—insurance, too;
Likewise the interest soon as due;
There hain't no feller that I have foun'
But who thinks he can kick ma wheat aroun'.

I ain't no quitter and ain't no cuss,
And ain't no codger for much of a muss,
But I'll tell you now I ain't no houn',
And they've gotta quit kicking ma wheat aroun'.

Chicago Futures

Opening, high, low and close on wheat, corn and oats for month of March and part of April are given on the chart herewith:



DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Mar. 25	Mar. 26	Mar. 27	Mar. 28	Mar. 29	Mar. 30	Apr. 1	Apr. 3	Apr. 4	Apr. 5	Apr. 6	Apr. 8
Chicago	102 3/4	103 1/2	103 3/4	103 3/8	102 3/4	102 1/2	102 3/4	101 3/4	103 1/4	103 5/8	103 5/8	103 1/8
Minneapolis	106 1/2	107	107 1/2	106 1/2	106 3/4	106 1/2	105 1/2	103 3/4	105	105 3/4	105 3/4	106
Duluth	107	107 5/8	107 7/8	107 1/4	107 1/4	107	106 1/2	104 7/8	105 3/4	106 3/4	106 3/4	106 5/8
St. Louis	101 1/2	101 1/2	102 1/2	102 1/4	101 1/2	101 1/4	100 3/4	100 3/4	101 1/8	101 1/2	102	102
Kansas City	101 1/2	101 1/4	101 1/2	101 1/2	100 3/4	100 3/4	99 3/4	99 1/2	101	101 1/4	101 3/4	100 3/4
Milwaukee	100 5/8	101 3/4	101 3/4	101 1/4	100 1/2	100 1/2	100 1/4	99 3/4	101	101 1/4	101 3/4	100 7/8
Toledo	102 1/2	103 1/4	103 3/4	103	102 1/4	101 3/4	101 7/8	101 1/4	102 3/4	102 1/2	102 1/2	101 7/8
New York	108	108 5/8	108 7/8	108 3/4	108 5/8	108 3/4	107 7/8	107 1/2	107 3/4	108 5/8	109 1/4	109 1/4
Baltimore	103 3/4	104 3/4	104 1/2	104 1/2	103 3/4	103 3/4	103 3/4	104 3/4	103 3/4	104 3/4	105 3/4	104 3/4
Winnipeg	101 1/4	101 1/2	101 3/4	101 1/2	102	101 7/8	101 7/8	101 3/4	101 3/4	102 3/4	102 3/4	102 3/4
Liverpool	110 3/4	111 1/2	111 1/4	111 1/2	112 1/4	112 1/2	113 1/4	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
†Budapest	116 1/2	117 1/2	118 1/2	118 1/2	119	117 7/8	119 1/2	119 1/2	118 7/8	118 7/8	120	120

MAY CORN.

	Mar. 25	Mar. 26	Mar. 27	Mar. 28	Mar. 29	Mar. 30	Apr. 1	Apr. 3	Apr. 4	Apr. 5	Apr. 6	Apr. 8
Chicago	72 1/2	72 3/4	73 3/8	73 3/4	74	74 7/8	75 1/2	75 1/2	76 3/4	76 1/2	77	76 3/8
*Baltimore	72 1/2	72 3/4	73 3/4	74 1/4	74 1/2	74 3/4	75 1/4	76	76 3/4	76 3/4	78 1/2	78 1/4
Kansas City	72 1/2	73 1/2	74 1/4	74 5/8	74 1/2	75 1/8	76	75 3/4	76 3/4	76 3/4	77 1/2	76 1/2
St. Louis	75 1/2	76 1/4	76 3/4	77 1/2	76 3/4	77 1/2	78	77 3/4	77 3/4	78 3/4	78 3/4	78 1/2
Liverpool	86 1/4	86 3/4	87 3/4	87 1/2	87 3/4	87 3/4	89	89	88 7/8	88 7/8	88 7/8	88 7/8

*April delivery.

†October delivery.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

IDAHO.

Idaho Falls, Ida., Apr. 6.—Flattering conditions for a crop in this vicinity. We have had an excellent amount of snow and winter wheat was never in better condition than at present. Farmers will sow a large acreage of spring grain.—W. L. Shattuck, sec'y-treas. of the Farmers' Co-operative Co.

ILLINOIS.

Marseilles, Ill., Apr. 6.—About 65% of the corn and 20% of the oats still in farmers hands.—J. V. Shaughnessy.

Waukegan, Ill., Apr. 4.—Grain is about all gone from this part of the country. Oats seeding will begin this week.—O. L. Gray.

Danvers, Ill., Mar. 25.—About 10% of the corn and 10% of the oats in farmers hands.—Harry Johnston of Levi Johnston & Son.

Morton, Ill., Mar. 25.—Wheat reported in good condition, about 15% of the corn and 10% of the oats still in farmers hands.—J. S. McDonald.

Seneca, Ill., Apr. 6.—Oats seeding will start next week. Not very much moving at present.—M. J. Hogan, pres. M. J. Hogan Grain Co.

Mackinaw, Ill., Mar. 25.—About 15% of the corn and 10% of the oats still in farmers hands to be marketed.—Ben Hoffman, mgr. Walker, Vlemont & Sparks.

La Salle, Ill., Apr. 5.—Oats sowing will commence next week providing weather is favorable, 30% of the corn and 10% of the oats still in farmers hands.—H. F. Caskey.

Morris, Ill., Apr. 6.—Oats seeding will commence about Apr. 10 providing weather is favorable, 70% of the corn and 25% of the oats still in farmers hands.—J. A. Henebry, mgr. Farmers Square Deal Grain Co.

Hutsonville, Ill., Apr. 3.—Not much doing in grain movement; wheat looks fairly well in some places; nothing doing in the way of farming; everything is late on account of the wet weather.—C. A. Trueblood.

Ottawa, Ill., Apr. 5.—Ground is beginning to get into good condition and a few farmers have already commenced seeding oats, general seeding of oats will be next week, 75% of corn and 15% of the oats still in farmers hands.—H. J. Ruckrigel.

Hillsdale, Ill., Apr. 3.—Practically all of the corn will be out of this section by the beginning of summer; very little oats in farmers hands at present. The ground is covered with water so that planting cannot be commenced before the 15th.—H. H. Palmer.

Galesburg, Ill., Apr. 5.—Roads bad and nothing moving; one-third of corn in farmers hands; one-half of oats crop back. No seeding will be done for about 10 days. Prices: Corn, 70c; oats, 51c; wheat, 94c.—E. Larimer, mgr. The Farmers Galesburg Elvtr. Co.

Georgetown, Ill., Apr. 4.—No grain moving for two reasons: there is not much left to market and the condition of the roads prevents any movement of what there is left to market. All kinds of feed are both scarce and high-priced in this locality.—C. B. Spang.

Urbana, Ill., Apr. 2.—Reports from 462 stations in the corn and oats section of the state average as follows: Of the stations asked concerning wheat conditions, 455 estimate 6.42% as the amount of wheat remaining at their stations; 358 estimate 91.29% acreage as compared with last year; 164 estimate the present condition as 77.50%, but 298 reports either say it's too early to give an accurate statement, or say poor, bad or like terms. Of the stations asked concerning oats conditions, 421 estimate 13.19% of last year's crop remaining at their stations. Of the stations asked concerning corn conditions, 423 estimate 24.02% of last year's crop remaining at their stations. The report issued Apr. 8, 1911, stated that about 75 per cent to 80 per cent of the oats seeding was done and that soil and moisture conditions were excellent. At this date nothing has been done on the farms of Illinois.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Seneca, Ill., Apr. 6.—Fully 60% of the corn and 35% of the oats still in farmers hands.—O. P. Clark, mgr. Seneca Lbr. & Grain Co.

INDIANA.

Plainville, Ind., Apr. 4.—We have the poorest prospects for wheat this year that we have ever known.—The Lemon Mig. Co.

Collett, Ind., Apr. 4.—No spring work done here yet; season is very backward; there will not be as much oats sowed on account of the lateness of the season. We have some snow at this writing.—Jesse L. Peters.

Indianapolis, Ind., Apr. 8.—The wheat crop of northern Indiana has been seriously damaged by the long-continued winter and farmers in St. Joseph and adjacent counties claim that at best the yield will not be within 25% of what it was last year. The late sown wheat has suffered most, the ridges being bare and the roots of the plant having no vitality.—F.

Indianapolis, Ind., Apr. 8.—To improve bad seed corn conditions in Indiana the Purdue University Agri. Exp. Sta. has been operating a corn improvement lecture train over the Nickel Plate Ry. The object is to instruct farmers on all phases of corn growing. Prof. Christie, supt of Agri. Extension, says: "It has been found that the seed corn situation is indeed a serious one. It is necessary that the farmers give the greatest care to their seed corn this spring in order that good seed may be secured."—F.

IOWA.

Oyens, Ia., Apr. 4.—The greatest part of the corn crop is in at this place.—Delbert Cramer, agt. of The Western Elvtr. Co.

Minburn, Ia., Apr. 6.—Much larger acreage of winter wheat thru here than usual and all looks fine. Farmers have just started seeding oats. Ground in fine condition. About 50% of the 1911 corn crop is in the farmers' hands yet.—B. P. Greenfield, mgr. for Wright & McWhinney.

Marsh, Ia., Apr. 6.—About 20% of the corn and oats still in the hands of farmers; account of the backwardness of the season same will not be moved till after harvest. Oats sowing will begin here Monday the 8th on well drained land if weather remains favorable.—C. V. Kiger, mgr. of the Marsh Farmers Elvtr. Co.

KANSAS.

Hutchinson, Kan., Mar. 23.—Present condition of wheat and corn in central Kansas shows signs of a bumper crop this season.—W. D. Short.

Damar, Kan., Mar. 26.—Prospects good for a big crop; over 18 ins. of snow has fallen in the last two weeks; wheat in fine shape.—L. R. Coraill, agt. M. P. R. R.

Potwin, Kan., Apr. 2.—Wheat went thru the winter in good shape and looks well at this writing. Oats sowing will be very late on account of the unusual amount of moisture this spring and winter.—C. T. Laird.

St. John, Kan., Apr. 4.—Wheat prospects in our vicinity are poor, but they are good in the southeast part of the state. We will have the largest acreage of corn and oats in the history of the state.—E. H. Durham.

Idana, Kan., Apr. 8.—The wheat here is all the way from 10% to 90%; some fields show hardly any damage and some look like it might all be killed; judge it is damaged 30% on the average. Farmers busy sowing oats; some sowing oats in their wheat fields.—A. E. Engberg.

St. John, Kan., Apr. 1.—Wheat in Stafford County about all marketed; corn moving slowly on account of bad roads; oats sowing delayed on account of water in the fields. Wheat prospects are fine in the south half and northeast quarter of the county; the balance is not so good and much wheat ground will be seeded to corn.—E. H. Durham.

MICHIGAN.

Lansing, Mich., Apr. 6.—Condition of wheat compared with an average is 84% against 87% a year ago. The average condition of wheat on Apr. 1, for the past five years, is 84% and the average yield per acre for the same period is 17 bus. Farmers marketed 400,352 bus. of wheat in March and have an estimated total of 1,428,000 bus. yet to market after deducting 2,000,000 bus. for seed and home consumption. Sixty-six elvtrs., mills and grain dealers report no wheat marketed in March. Condition of rye is 89% compared with 90% a year ago.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Northfield, Minn., Mar. 30.—Farmers getting seed; will start seeding next week. Average crop last year; damaged by rains; about same amount in farmers hands as usual.—C. D. Orr.

Luverne, Minn., Apr. 4.—Seed corn question is not troubling farmers of Rock County; there appears to be a plenty of the 1910 crop in farmers hands that will stand a test of from 90 to 95 per cent. A considerable quantity has been shipped and there are several lots yet to be marketed.—E. H. Moreland, sec'y Tri-State Ins. Co.

NEBRASKA.

Marion, Neb., April 8.—Wheat looking fairly good.—Powell & Nilsson.

Sunol, Neb., Mar. 23.—We never had better prospects for a good crop at this time of the year.—L. F. Demers.

NORTH DAKOTA.

Underwood, N. D., Apr. 3.—Snow about all gone; flax threshing will be well started next week.—C. F. Schoen.

Honeyford, N. D., Mar. 29.—Jno. Scott ran two drills, Mar. 28, seeding wheat; first seeding in this vicinity.—J. O. Rindahl, agt. Thorpe Elvtr. Co.

OHIO.

Buckland, O., Apr. 3.—Acreage of wheat has decreased; number of fields will be sown to oats. Prospects for a large acreage of corn and oats.—Buckland Mig. Co.

Sidney, O., Apr. 3.—I am too busy testing seed corn now; results very discouraging, not over 30% of the best looking corn I have tested shows both sprout and roots.—E. T. Custerborder.

Vaughnsville, O., Apr. 6.—Spring very backward, at least four weeks late; wheat badly winter killed; a number of fields will be sown to oats and barley. Feed of all kinds high and hard to get. Hay all shipped out and now farmers are buying at \$23 a ton; long cold winter has made the farmers short on feed and hay.—D. R. Risser.

Defiance, O., Apr. 6.—Wheat in bad condition; nine out of ten farmers report all winter killed; no green showing at all; no spring work done, not even a furrow ploughed, expect to commence latter part of next week. Corn and oats acreage should be larger on account of having to sow wheat ground.—J. D. Spangler, gen. mgr. Farmers Grain Co.

Columbus, O., Apr. 8.—Ohio Dept. of Agri. estimates the condition of wheat on Apr. 1 to have been 61% compared with an average, against 84% one year ago. State seeding was late and plant made but small growth at beginning of winter; early sown wheat in fair condition. Reports indicate that many fields will be plowed up and other crops sown. About 16% of crop still in farmers hands. Winter barley condition is given as 70%, rye 74% and corn in crib as 78%.

OKLAHOMA.

Tangier, Okla., Apr. 1.—Farmers late with oat sowing; damp cold weather continues; kafir threshing very much delayed.—Robt. J. Cozart.

PENNSYLVANIA.

Dr. H. A. Surface, Pennsylvania State Economic Zoologist, has reported to the state agricultural authorities that he believes that the severe cold weather during the winter months when the ground was not covered by snow, has frozen the young wheat stalks in a great many sections of the state. In his opinion the wheat crop will not be any larger this year than last, when the Hessian fly did so much damage.—C.

SOUTH DAKOTA.

Fairview, S. D., Mar. 26.—Spring very backward. Considerable difficulty in getting good seed corn; have shipped 5 cars of seed oats. No spring work done; no grain moving; roads bad.—W. P. Manning, mgr. Farmers Co-operative Grain Co.

TEXAS.

Fort Worth, Tex., Apr. 6.—Texas oats crop is growing magnificently; largest acreage ever planted in the state; weather during March was as favorable for oats as it could be. The increase in acreage is from 25% to 50%; state will have fully 1,250,000 or possibly 1,500,000 acres in oats. Season about 10 days to two weeks late, and, therefore, we will probably not move any new oats much earlier than the 10th of June; time of ripening will depend very greatly upon weather conditions prevailing thruout this and next month. Should season remain cool with considerable rainfall, oats will ripen more slowly. At any rate by July 1st there should be a very free movement of Texas oats. I really believe Texas will raise a surplus of that grain. Owing to high price of corn, a good many of the early Texas oats will go into local consumption. Wheat acreage will not exceed 900,000 acres; present condition very good, promising at the time more than an average yield.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

GOVERNMENT CROP REPORT.

Washington, D. C., Apr. 9.—The Crop Reporting Board of the U. S. Dept. of Agriculture gives the condition of winter wheat Apr. 1 as 80.6, against 83.3 a year ago; and an average of 86.1 on Apr. 1 for the last 10 years. The indicated crop is about 493,000,000 bus., against 509,000,000 bus. indicated on April 1, 1911. The condition in the various states is as follows:

CONDITION OF WINTER WHEAT APR. 1.

State or Division.	1912.	1911.	10-year average.
New York	89.0	85.0	83.0
New Jersey	88.0	89.0	89.0
Pennsylvania	85.0	87.0	88.0
North Atlantic	86.0	86.7	88.3
Delaware	88.0	84.0	88.0
Maryland	90.0	81.0	87.0
Virginia	89.0	85.0	86.0
West Virginia	89.0	85.0	84.0
North Carolina	87.0	89.0	89.0
South Carolina	83.0	87.0	88.0
Georgia	81.0	90.0	88.0
South Atlantic	88.1	85.5	87.0
Ohio	63.0	84.0	82.0
Indiana	61.0	86.0	84.0
Illinois	62.0	82.0	88.0
Michigan	80.0	88.0	85.0
Wisconsin	92.0	85.0	90.0
N. C. East	64.5	84.6	84.7
Iowa	91.0	89.0	90.0
Missouri	96.0	91.0	87.0
Nebraska	93.0	86.0	89.0
Kansas	85.0	75.0	84.0
N. C. West	85.4	81.0	85.8
Kentucky	70.0	89.0	86.0
Tennessee	81.0	86.0	86.0
Alabama	83.0	91.0	88.0
Mississippi	79.0	86.0	88.0
Texas	88.0	85.0	80.0
Oklahoma	82.0	55.0	81.0
Arkansas	75.0	87.0	87.0
South central	80.4	76.4	82.9
Montana	94.0	96.0	...
Wyoming	95.0	95.0	...
Colorado	92.0	92.0	...
New Mexico	91.0
Arizona	94.0
Utah	93.0	95.0	...
Nevada	97.0	105.0	...
Idaho	97.0	98.0	86.0
Washington	96.0	97.0	90.0
Oregon	98.0	97.0	92.0
California	80.0	88.0	92.0
Far western	93.7	94.1	91.3
United States	80.6	83.3	86.1

Seed Corn Tests by Government Show Low Vitality.

One of the most important questions to be answered by every one who is going to plant corn this spring is whether or not his seed corn germinates well. As a result of a dry summer and a wet fall, corn did not mature normally over a large part of the corn belt and much of the seed does not germinate well. In reply to a request sent to representative farmers, under the direction of Secretary Wilson of the United States Department of Agriculture, 1,708 samples of corn intended for seed this spring have been tested by the Seed Laboratory of the Department and they show an average germination of 81 per cent.

The low average germination for many of the larger corn states shows how serious the condition is, many of the samples being practically worthless for seed purposes.

Single ear germination tests should be made in all cases where ear corn is to be used for seed. When it is necessary to use shelled corn of which single ear tests have not previously been made the corn should be carefully mixed and tested for germination. Not less than two times one hundred kernels should be used for the test to insure having a representative sample. The rate of planting should then be regulated on the basis of the germination test, so there will be a sufficient number of live kernels planted to give a full stand.

Receipts of wheat at the leading primary markets in the 40 weeks prior to Apr. 1, as compiled by the *Cincinnati Price Current*, aggregated 199,464,000 bus., compared with 192,325 bus., received in the corresponding period of the preceding season.

New Com'ites of the Council of Grain Exchanges.

J. C. F. Merrill, of Chicago, pres. of the Council of American Grain Exchanges, recently appointed the following com'ites: Uniform Grades—E. H. Culver, chairman, Toledo; W. J. McCabe, Duluth; L. W. Forbell, New York.

Uniform Rules—Henry L. Goemann, chairman, Toledo; O. M. Mitchell, New York; E. D. Bigelow, Kansas City; J. C. Murray, Chicago; Chas. Kennedy, Buffalo; W. M. Richardson, Philadelphia.

Finance: to raise funds for Crop Improvement—Theo. E. Cunningham, chairman, Chicago; George A. Aylsworth, Kansas City; N. L. Moffitt, St. Louis; J. L. McCaul, Minneapolis; E. P. Peck, Omaha; C. F. Macdonald, Duluth; L. W. Forbell, New York; W. P. Bishop, Milwaukee; F. A. McLellan, Buffalo; Chas. England, Baltimore; H. L. Goemann, Toledo; A. S. Dumont, Detroit; H. E. Halliday, Cairo; G. E. Patteson, Memphis; W. T. Watson, Wichita; E. Clemens Horst, San Francisco; C. C. Miles, Peoria; R. R. Clark, St. Joseph.

Net Weight Package Legislation.

The enactment of a net-weight package law will be a subject of discussion in the Massachusetts legislature this spring. The object of this legislation is to compel the manufacturers and packers of package foodstuffs to mark on the outside of the package the accurate net weight, measure or numerical count of the contents of the package.

The only state in the East which has passed this net-weight law is Connecticut.

In Congress the Stevens bill takes the place of the Mann bill of the last Congress as a basis for this legislation. The Federal pure food law makes optional printing the weight or measure of contents of food packages on the label and requires that this, if printed there, shall be correct, but the very easy way around that is not to print it there. The Mann, and now the Stevens bill's enactment would make it mandatory to print it.

The New York Legislature has considered such legislation for several sessions past, and sometimes seriously, but has taken no action. Last winter a conference between some of the business interests affected and the state superintendent of weights and measures resulted in a bill practically the same as the Mann and Stevens bills—and the Connecticut law—but it failed of passage. A more drastic measure passed the lower house of the Pennsylvania Legislature last winter, but was lost in the Senate. Both the Connecticut law and the Stevens bill now before Congress have a provision that the law shall not go into effect for eighteen months after its passage. In Connecticut it was approved July 11, 1911, and it will be Jan. 11, 1913, before it will count. The Stevens bill includes articles imported within this eighteen months in addition to those packed in the United States.

Chas. Goodnight, a farmer living north of Knobnoster, Mo., has devised a new way of catching corn thieves. Missing considerable corn from his cribs at various times, he purchased several packages of dye and boiled about a bu. of ears, distributing the colored ears over the crib. After the next trip of the thieves he called a constable and made a search, finding the colored corn in the crib of a neighbor, who was fined \$30 by the judge and ordered to pay Goodnight \$50 for the stolen corn.



The Farmers and the Sheriff Always Enjoy These Fights.

FEDERAL BILL FOR AGRICULTURAL EXTENSION Approved.

The House Com'te on Agriculture Apr. 5 unanimously reported out H. R. 18160, a bill to establish extension departments in connection with agricultural colleges in the several states, as prepared by the National Soil Fertility League, H. H. Gross, pres., and Congressman A. L. Lever of South Carolina, following closely recommendations by Pres. Taft.

The first trade organization to endorse this legislation was the Grain Dealers National Ass'n in resolutions adopted after an address by Mr. Gross at the Omaha convention in October, 1911. This bill provides for farm demonstrations supervised by skilled instructors in agriculture to show farmers how to apply scientific methods and obtain more and better crops. The plan contemplates ultimately in every county a trained man, under the supervision of the state agricultural college. The corresponding bill in the Senate, S 4563, is being promoted by Senator Hoke Smith of Georgia. Its provisions follow:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to aid in diffusing among the people of the United States useful and practical information on subjects relating to agriculture and home economics there shall be established, under the direction of the college or colleges in each State now receiving, or which may hereafter receive, the benefits of the Act of Congress of July 2, 1862, entitled "An Act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts," and of Acts supplementary thereto, a department to be known and designated, as an agricultural extension department or division.

Sec. 2. That it shall be the object and duty of said agricultural extension departments or divisions to give instruction and demonstrations in agriculture and home economics to persons not resident in said colleges in the several communities, as may be provided by the States accepting the provisions of this Act, and to convey and impart to such persons information on said subjects through field demonstrations, publications, and otherwise.

Sec. 4. That for the purpose of paying the necessary expenses of maintaining said agricultural extension departments or divisions, and printing and distributing information on agriculture and home economics, as hereinbefore prescribed, the sum of \$6,000 shall be, and hereby is, annually appropriated out of any money in the Treasury not otherwise appropriated, to be paid, as hereinafter provided, to each State which shall by action of its legislature assent to the provisions of this Act: Provided, That payment of such installments of the appropriation hereinbefore made as shall become due to any State before the adjournment of the regular session of the legislature meeting next after the passage of this Act shall be made upon the assent of the governor thereof, duly certified to the Secretary of the Treasury: Provided further, That the additional sum of \$300,000 shall be appropriated for the fiscal year ending June 30, 1914, to be paid as hereinafter provided, and an annual increase of the amount of such appropriation thereafter for nine years by an additional sum of \$300,000 over the preceding year, and the annual additional sum to be paid thereafter to the States shall be \$3,000,000, to be used only for the purposes hereinbefore stated; these additional sums to be allotted annually to each State in the proportion which its rural population bears to the total rural population of all the States, as determined by the next preceding Federal census; And provided further, That no State shall be entitled to any part of its allotment of these additional sums until its legislature shall have provided for the establishment of an agricultural extension department or division in its college or colleges receiving the benefits of this Act, and the additional amount to be paid in any year to any state under this Act shall be a sum not exceeding the sum appropriated for that year by the legislature of such State for the maintenance of said agricultural extension department or division.

Sec. 6. That the sums hereby appropriated to the States for extension work shall be annually paid in equal quarterly payments on the first day of January, April,

July, and October of each year by the Secretary of the Treasury, upon the warrant of the Secretary of Agriculture, out of the Treasury of the United States, to the treasurer or other officer duly appointed by the governing boards of said colleges to receive the same; and such officer shall be required to report to the Secretary of Agriculture, on or before the first day of September of each year, a detailed statement of the amount so received during the previous fiscal year, and of its disbursement, on forms prescribed by the Secretary of Agriculture.

Sec. 7. That if any portion of the money received by the designated officer of any State for the support and maintenance of agricultural extension departments or divisions, as provided in this Act, shall by any action or contingency be diminished or lost, or be misapplied, it shall be replaced by said State to which it belongs, and until so replaced no subsequent appropriation shall be apportioned or paid to said State, and no portion of said moneys shall be applied, directly or indirectly, to the purchase, erection, preservation, or repair of any building or buildings, or to the purchase or rental of land, and not more than five per centum of each annual appropriation shall be applied to the printing and distribution of publications. It shall be the duty of each of said colleges annually, on or before the first day of January, to make to the governor of the State in which it is located a full and detailed report of its operations in the direction of extension work as defined in this Act, including a detailed statement of receipts and expenditures from all sources for this purpose, a copy of which report shall be sent to the Secretary of Agriculture and to the Secretary of the Treasury of the United States.

Sec. 8. That on or before the first day of July in each year after the passage of this Act the Secretary of Agriculture shall ascertain and certify to the Secretary of the Treasury as to each State whether it is entitled to receive its share of the annual appropriation for agricultural extension departments or divisions under this Act, and the amount which thereupon each is entitled, respectively, to receive. If the Secretary of Agriculture shall withhold a certificate from any State of its appropriation, the facts and reasons therefor shall be reported to the President, and the amount involved shall be kept separate in the Treasury until the close of the next Congress, in order that the State may, if it should so desire, appeal to Congress from the determination of the Secretary of Agriculture. If the next Congress shall not direct such sum to be paid, it shall be covered into the Treasury. And the Secretary of Agriculture is hereby charged with the proper administration of this law.

Sections 3, 5, 9 and 10 relate to administrative detail.

The estimated production of corn in Argentina this season (1911-12) is 295,854,000 bus.—International Institute of Agriculture.

—"Congratulations, old man, I hear you have been speculating successfully." "No; I lost money." "Well, you ought to know better than to gamble."

FOR PROMPT SETTLEMENT of Freight Claims.

Senator Clapp of Minnesota has introduced the following bill, S 6007, to prevent unwarranted delay in the settlement of claims by carriers:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act to regulate commerce," approved Feb. 4, 1887, as heretofore amended, be further amended by adding after the end of Sec. 20 the following:

"Sec. 20a. That it shall be the duty of every railroad or other common carrier subject to the interstate commerce Act to settle promptly all lawful claims for loss of or injury to property, or for overcharge for freight or for delay in transportation thereof or for unlawful discrimination in the furnishing of cars, or for any other breach of duty in respect to the carriage of freight in interstate commerce.

"Any person having such claim may give to the agent either (a) of the initial carrier, or (b) of the carrier on whose line the matter complained of actually occurred, or (c) of the carrier at the point of destination, a notice in writing, giving a clear description of the property, the name and address of the consignor, the name and address of the consignee, the nature of the claim, and the amount of the damage.

"It shall be the duty of every common carrier to whose agent such notice is given, forthwith to notify any connecting carriers of the presentation of the said notice and its contents.

"Interest upon such claims shall begin to run at the rate of six per cent from the date of the giving of such notice.

"In case such claims shall not have been settled—

"(a) Within six months after such notice, in cases of shipments to or from points outside the United States; or

"(b) Within ninety days after such notice, in cases of shipments wholly within the United States and over a single line of railroad, an additional thirty days, not making a total of more than six months, being allowed for each connecting line; any carrier held liable to the claimant either in the amount of the claims as stated in the said notice, or in an amount exceeding any tender made by the carrier within such time, shall also be liable to the claimant in the same proceeding to a penalty of \$200, together with interest, as aforesaid, and costs, including reasonable attorney's fees: Provided, That unless the claimant shall recover either the full amount claimed in the notice aforesaid, or more than the amount of any tender made by the carrier, no penalty shall be allowed; but in any case interest shall run, as aforesaid, upon whatever sum shall be awarded: And provided also, That the claimant shall not be restricted in any recovery of damages to the amount specified in the said notice of claim."

Sec. 2. That this Act shall take effect immediately.

Can't get along without the Grain Dealers Journal.—F. R. Miller, Williamsport.



New Plant of J. W. Boyd Grain Co., at Joplin, Mo.

NEW MODERN ELEVATOR at Joplin, Mo.

Each year finds Missouri grain dealers building more and better elevators than before, and that state will soon be well equipped with mechanical facilities for handling grain from farmers wagon to cars and for cleaning and classifying before shipment.

Illustrated herewith is a new plant recently completed for the J. W. Boyd Grain & Commission Co. at Joplin, Mo. This company which succeeded Marshall & Michel Grain Co. some time ago, is composed of J. W. Boyd, Sr., J. W. Boyd, Jr., Harry Boyd, Morris Boyd and Ella Boyd, all active workers in the promotion of the business. The company handles

all kinds of flour, feed, hay and grain, most of the corn being received from cars. It also operates warehouses and hay barns at Webb City and Asbury, Mo., which have storage room for about 75 carloads. The company employs 20 persons and up to the present writing has kept its plant running 10 hours a day since it started.

The plant consists of a large warehouse, an elevator, a dump house, with storage room above, a power house and an office. The elevator proper has one large leg for the rapid handling of grain and in the milling section adjoining are two meal legs for handling the product of the roller mills on the first floor.

In the basement of the elevator is a large sized Ohio Sheller. In the cupola an Ohio Cleaner, which is operated by a 10 h. p. electric motor. The grain from this cleaner is dropped into a Richardson Automatic Scale, while the cobs are spouted across the track to cob and dust room in upper part of wagon dump house. All bins are hopper bottomed. A 70 foot Hastings Man-Lift affords easy access to the upper floors.

On the first floor of the mill department adjoining the elevator are 4 Barnard & Leas Roller Mills for making corn chops and meal, while in the upper story is an Eureka Feeder and Mixer, an Eureka Grain Scourer, an Eureka Cyclone Dust Collector, reels, and a Richardson Automatic Sacking Scale. The chop and

meal department has an hourly capacity of about 100 sacks of corn chop and 1,000 lbs. of corn meal.

In the dump house across the tracks is a driveway, beneath which are two sinks, into which are dumped grain received from wagons. Grain from cars is dropped into a receiving sink beside track, and drawn to elevator boot by chain drag feeder, as is the grain from the wagon dumps.

Power is furnished by a 40 h. p. gas engine located in a detached cement engine room.

The large warehouse affords ample storage for stocks of ground feeds.

DISCRIMINATION AGAINST Western Indiana Shippers to be Ended.

In the suit by Van Natta Bros. against the C., C., & St. L. Ry. Co., the Interstate Commerce Commission has recently decided that the carrier must grant thru rates or allow transit privileges at Chicago on grain from interior Indiana elevators.

Complainants own and operate elevators on the Big Four at Templeton, Atkinson, Fowler, Earl Park and Raub, Ind., and at Sheldon, Iroquois and Donovan, Ill., handling annually 3,000,000 bus. of grain.

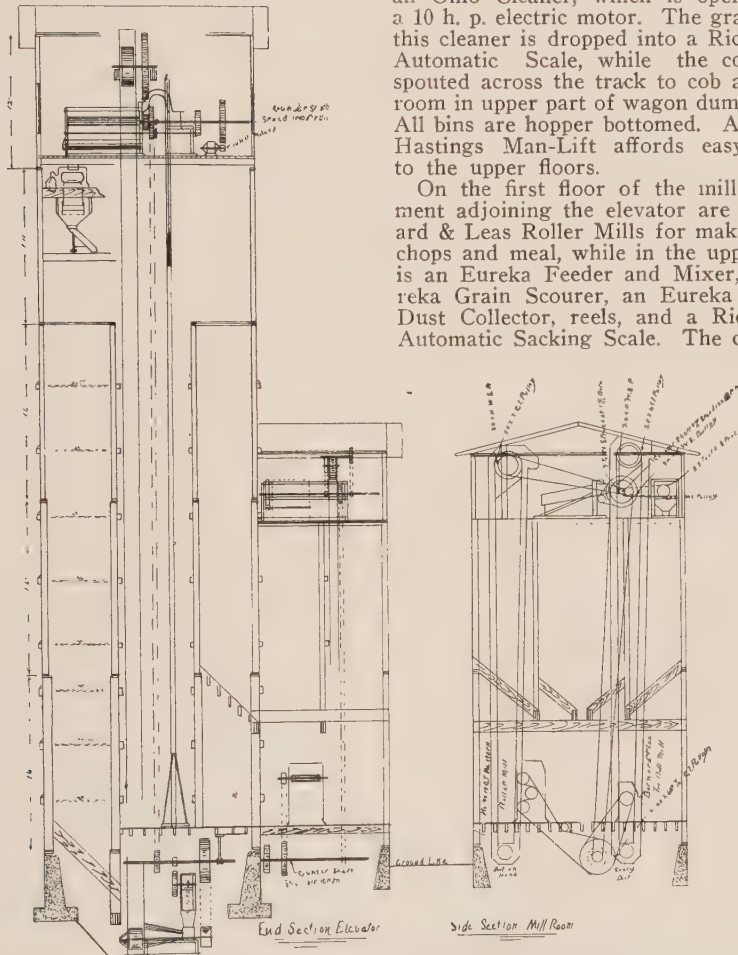
Competing elevators in the same territory, but on the C. & E. I. R. R. and Chicago, Indiana & Southern enjoy transit privileges at Chicago whereby the rate to Chicago is reduced from 6.5 cents to 4.5 cents if the grain is shipped out of Chicago to eastern or interior destinations within 12 months, constituting what is commonly known as "Illinois proportional billing."

The Big Four in its tariffs expressly denies the proportional or reshipping rates to grain moving over its line to Chicago, originating at the stations named, desiring to retain the grain for the long haul east. The Big Four, however, is a party to numerous joint tariffs giving proportional rates from Indiana and Illinois points on many roads, including the C. & E. I. and the C., I. & S., for grain originating on lines other than its own. The Interstate Commerce Commission in this case held that:

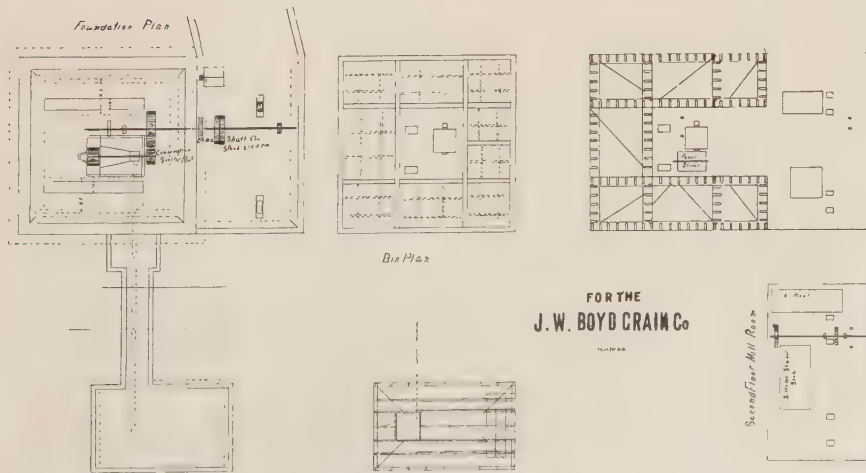
It is the right of a shipper to reach at reasonable transportation rates all markets within the sphere of his commercial activity. This right cannot be denied by means of rate schedules constructed with the view to holding traffic to any particular line or lines, or with the view to compelling favor to one market over another. The function of a common carrier is to transport at reasonable rates the traffic that is tendered to it, and it has no right, by any unreasonable adjustment of its rate schedules, to deprive a shipper of any market that would otherwise be open to him.

So long as the Big Four shall participate in the transportation of grain to eastern points, which has moved into Chicago under tariffs that provide proportional or reshipping rates from originating points in the territory in question, with transit privileges at Chicago, it is its duty to accord like rates and transit privileges on grain from complainants' elevators. It should cease from its present discriminatory practice either by withdrawing from the transportation of grain to eastern destinations which has been accorded proportional rates and transit privileges at Chicago, or by granting to complainants the same rates and privileges on grain from their elevators.

We shall expect defendants to readjust their tariffs in accordance with the views herein stated. If this is not done within thirty days from the date hereof, we will issue the necessary order to give effect to our conclusions.



Sectional Views of J. W. Boyd's Elevator.



Foundation and Bin Plans of J. W. Boyd's Elevator at Joplin, Mo.

A NEW ORDER BILL OF Lading Needed.

BY OTTO KEUSCH.

Does it sound like an egotist when I venture to say that we need a new Order Bill of Lading, that we must have one, and one that is perfect, or as near perfect as one can conceive such an instrument? I think not.

I also believe, if I venture to say I submit herewith an "Ideal" or nearly perfect Bill of Lading, that I am far from goal. There will doubtless be many people (who have not gone through the thoro schooling that I have) who will say it is intricate and that we do not need anything like this, and that the Railroads won't do this, and that the Banks won't do that; then by making such platonic remarks they dismiss the

subject and still seek an easy and yet safe method to please everybody.

Well, I will say that I have just spent a good eighteen months planning that Lading I put before you, and it is the direct result of reading Cases on Lading forgeries and MY OWN CASE WITH THE DELAWARE & HUDSON R. R. CO., the result of a crooked corporation (Durant & Elmore Co.) a crooked Railroad Agent and a crooked Inspection

COMPLETED AS WILL APPEAR
IN R. R. OFFICE

CHICAGO & EAST SHORE RAILROAD

ORIGINAL ORDER
BILL OF LADING.

SERIAL CHICAGO
NO. A71380



GRAIN
FORM



POUNDS

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1
2
3
4
5
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9

E

0
10
20
30
40
50
60
70
80
90

RECEIVED subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading

At Chicago FROM Northern Warehouse Co.
the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown) marked, consigned and delivered as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in any or all of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including condition on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

THE SURRENDER OF THIS ORIGINAL ORDER BILL OF LADING properly endorsed shall be required before the delivery of the property, inspection of property covered by this bill of lading will not be permitted unless provided by law or unless permission is endorsed on this original bill of lading or given in writing by the shipper.

RATE of freight from Chicago To New York

is 16 cents per 100 lbs. Domestic Rate.

is 13 cents per 100 lbs. Export Rate.

ONE CAR	BUSHEL	KIND OF GRAIN	WEIGHT POUNDS
	1655	Bulk Oats	52972

if inspection allowed note here Inspection Allowed

Consigned to ORDER of OTTO KEUSCH, INC.

Destination N Y Hold Lawson State of Ont. County of

Notify OTTO KEUSCH, INC. State of N. Y. County of

Route C & E S--DL&W Car Initial ICC Car No. 52873



J. T. Wood Agent

My Power of Attorney is ILL. 1763
Expires June, 30th, 1914.

Per Geo. Underwood

My Power of Attorney is ILL. 2109
Expires Feb. 4th, 1913.

If charges are to be pre-paid, write or stamp here
"To be Prepaid."

Received \$
to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

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4000
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9000

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Department, all at the capitol of the great state of New York.

In this Bill of Lading is incorporated every vital point raised—or that can be raised on a Bill of Lading.

I have endeavored to make up a Lading, which will check itself against forgers, and force the Railroad Co. to look after the B/L the same as it does the Railroad tickets.

I have at Mr. A. E. Reynolds' suggestion, incorporated a guarantee clause on the back of the Lading, so that the responsibility will not be altogether thrown on the Railroad Co., but the Banks out West, North, East and South, that have been accepting apologies for Bs/L attached to drafts—scrutinize their papers, and force them also to do a little guaranteeing, so that automatically Mr. Shipper will have to do something more than bring a piece of yellow paper attached to his draft, to his bank and get the money. Hereafter everybody, the Railroad, the Banker, the Shipper, and the Receiver will all "Hail from Missouri." There will be an awful lot of "showing down" done, as is requisite in a business which has hitherto been conducted on the ridiculous.

The Baltimore Gold Brick Merchants are the best yet produced. It came easier there than any I have come across, and I went back to 1877.

THE POINTS ON ORDER BILL OF LADING.

POINT A1.

That Bs/L "shall not be indiscriminately given to the Public." That the Railroad Co. shall control the form absolutely until issued, the same as they keep Warehouse Receipts, checks, tickets, etc.

POINT A.

That every B/L shall be numbered serially, as shown—and the Agent shall be held accountable for each Lading the same as for a Warehouse Receipt, tickets and other valuable paraphernalia.

POINT B.

There shall be no date line—but instead, a circle—into which will be stamped the date with a Steel die stamp, the same as the U. S. Post Office uses, so that it will be impossible to change the date. To include the time of the day it was signed and issued—as a check on the date, so that these Bs/L shall not be kept one year and then used again, as in the Case of Durant & Elmore Co., where the Agent of the Railroad never lifted Ladings after delivery of goods, and Oliver changed the dates.

POINT C.

I have had the words "SERIES 1912" printed across the face of the Lading in Red Ink.

POINT D.

All Bs/L shall be made out for ONE CAR ONLY. Durant & Elmore frequently had Bs/L made out for one car and added as many as they liked. To prevent similar frauds Bs/L shall be made out for ONE CAR ONLY.

POINT E.

We must force the Railroad to SIGN AND DELIVER exact weights. It is one of the conditions which we must fight tooth and nail to have printed on the back of this B/L. Make the Agent sign for the exact number of pounds cut off on the edge of B/L marked point E, so that quantity cannot be raised. This point was brot very strongly to my notice in 1908, when a certain shipper in Indianapolis, of course, a crooked one, now out of business, drew on me for

three cars of corn, and each car ran 20,000 pounds short, and he gave me a long argument until I found out that he had raised the weights, so point E will stop any further weight changing.

POINT F.

This point is very important and may meet with a lot of opposition, but it must go through. One of the important things in a law suit against the Railroad is establishing Agents Authority to issue and sign Ladings. In Case of the Delaware & Hudson R. R. Co., and Durant & Elmore, the Railroad Attorneys contended that the Agent who signed these Bs/L had his authority taken away from him on February 3rd, altho he was only discharged on March 12th. Under the proposition I put before you this question cannot arise.

My idea is that the Agents shall have State Authority to sign Ladings. We must by Federal Legislature compel various States to appoint a Bureau of License at the Capitol of each State, or the same Bureau that empowers the Notary Public to act, shall deliver a Seal, and each Seal numbered, to such Agents as the Railroad may desire to act as their Agents for say a term of two years, with privilege of renewal as often as desired, and the Agent's signature shall be kept on file at the Bureau. Should this Agent be dismissed, his Seal shall be taken away from him, and he shall deliver the same to the Division Freight Agent, who shall see that it is returned from whence it came.

Further, the local Bank or Banks shall be furnished with copies of the said Agent's or various signatures, so that as suggested by Mr. Reynolds under clause "J" on back of this Lading, they shall be forced to verify each B/L and stamp as follows:

The signature on this B/L is hereby guaranteed. Bank of

Therefore no one will mail you Ladings, but attach a draft if only for \$1 and get the Bank's verification, and therefore cause easy negotiation of the paper in the Receiver's Bank, and will make a B/L prime security instead of questionable paper as today.

POINT G.

Agents Seal in official Seal Circle.

POINT H.

Cancellation circle when B/L is delivered. The same Steel die gets to work and marks date of cancellation, delivery time and receiving. The Railroad Stamp acts as car service recorder and date of delivery. This filled in makes Lading Null and Void and no one would advance money on Bs/L with both circles full.

POINT I.

Force the Railroad to issue Ladings showing both the Domestic and Export rate of freight.

One more main point: B/L of this kind can only be issued at main stations. Small stations shall not have this right, but shall force such small stations' Agents to issue a freight receipt, which can be sent to the nearest large town having a sworn agent to issue Bs/L.

You now have my Lading with all the good points that I know of, and I think it is Burglar Proof.

Glucose to the amount of 83,838,472 lbs. was exported during the seven months prior to Feb. 1, 1912, compared with 74,266,318 lbs., during a similar period of 1910-11, as reported by O. P. Austin, chief of the Buro of Statistics.

W. P. BISHOP RE-ELECTED Pres. of Chamber of Commerce.

Walter P. Bishop, recently re-elected pres. of the Milwaukee Chamber of Commerce, is a striking example of a man who has "made good" in office. One year ago he barely defeated his opponent. He takes the office for the ensuing year without a shadow of an opposition, all due to his having "made good."

Mr. Bishop may be best described as a grain man of the solid, substantial type, progressive with what might be termed a conservative progressiveness, a safe man, and ambitious for Milwaukee and the Milwaukee Chamber of Commerce. He has been engaged in various branches of the grain business, but for the past twenty years has been connected with E. P. Bacon & Co., and as it became later, E. P. Bacon Co., of which corporation he is now vice-president.

In his official connection with the Chamber of Commerce he held for several years the chairmanship of the Supervisors of Grain Inspection and Weighing, which is probably the most important com'te of the Chamber of Commerce. Last year he was prevailed upon, in what appeared to be more or less of an emergency, to become a candidate for the presidency. That his administration has been a success the members of the Chamber of Commerce are now ready to testify, granting to him the qualities that make for strength and force of character, combined with the breadth and liberality requisite for the successful leadership of a commercial organization. A portrait of Mr. Bishop is reproduced herewith.



W. P. Bishop, Milwaukee, Wis.
Re-elected Pres. Cham. of Commerce.

Seeds

Wm. Lange has opened a seed house at Appleton, Wis.

The Gregory Farm Seed Co., of Bay City, Mich., has increased its capital stock from \$6,000 to \$12,000.

The 30th annual convention of the American Seed Trade Ass'n will be held at Chicago, June 25-27. C. E. Kendel, sec'y, Cleveland, O.

A new seed house, 50x52, five stories high, is being built by the Steele Briggs Seed Co., of Toronto, Ont. It will be equipped with Monitor seed cleaning machinery.

S. G. Courteen, of Milwaukee, Wis., will erect an eight-story seed warehouse, which will be of concrete construction and will cover an entire block. The Barnett & Record Co. has the contract.

Kansas City received 157,142 bus. of kafir corn and shipped 142,857 bus. during March; compared with 85,714 bus. received and 50,000 bus. shipped during March, 1911.—E. D. Bigelow, sec'y.

A car of alfalfa seed from Hamburg, Germany, and a car of red clover seed from Prague, Bohemia, have been imported by Mangelsdorf Bros. Co., of Atchison, Kan. No duty is charged on these seeds.

Reedsville, Wis.—I bot out the entire interest of the Western Supply Co., at this station some time ago and last summer built an additional warehouse 35x90 ft., for the handling of clover, seeds and peas.—Edward Reinemann.

The Seed Trade Reporting Co. has been granted an Illinois charter at Chicago, with a capital stock of \$15,000, and will conduct a printing and publishing business. The incorporators are L. M. Smith, C. I. Smith and A. S. Langille.

The Jerome B. Rice Seed Co., of Cambridge, N. Y., and Bozeman, Mont., has been incorporated with a capital stock of \$106,000. L. L. Brotherton, of Bozeman, is named as Montana agt. for the company, which will do a general business of growing and marketing seeds.

The Amzi Goddin Seed Co., of Birmingham, Ala., has discontinued its retail store in city owing to the great development of its wholesale and general mail order business and will devote its energies in future to this line of trade. Headquarters will be in the large warehouse of the firm, where there is more than 40,000 sq. ft. of floor space.

Cincinnati received in March 181 bus. of flaxseed, 8,595 bags of clover seed, 1,293 bags of timothy seed, 15,151 bags of other grass seed and 26,600 lbs. of broom corn and shipped 38 bus. of flaxseed, 8,130 lbs. of clover seed, 2,088 lbs. of timothy seed, 10,463 lbs. of other grass seeds and 6,800 lbs. of broom corn.—W. C. Culkins, sec'y Chamber of Commerce.

March seed (clover seed) went out like a lamb. Most of the shorts delivered the goods. Scattered longs accommodated the others. Cash seeds will probably command a premium for several weeks. April may not be delivered until last week. Cash demand will be the chief feature. Stock at Toledo is small and decreasing. Imports this week have been much smaller. East has plenty of poor seed, but will probably need some

good. Demand here has been nearly all for prime. April should easily absorb the small stock here. The price will depend mostly upon whether the buyers or the holders become the most anxious. There is some April shortage. Receipts promise small.—C. A. King & Co.

Toledo received during the week ending Apr. 6, 900 bags of clover seed and shipped 2,800 bags; compared with 550 bags received and 3,700 bags shipped in the corresponding week of 1911. Receipts for the season are 36,000 bags, shipments, 39,500 bags, compared with 65,000 bags received and 62,300 bags shipped in the corresponding season of 1911.

Milwaukee received during March, 32,790 lbs. of timothy seed, 423,790 lbs. of clover seed and 31,425 bus. of flaxseed; compared with 254,750 lbs. of timothy seed, 290,590 lbs. of clover seed and no flaxseed received in March, 1911. Shipments for the month included 2,400 lbs. of timothy seed, 55,240 lbs. of clover seed and 11,768 bus. of flaxseed; compared with 60,945 lbs. of timothy seed, 74,395 lbs. of clover seed and no flaxseed shipped in March, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

London, Eng., Mar. 25.—The spring sowing seed demand is still restricted, owing to weather conditions. English and foreign reds offer freely, prices unchanged. Alsike firm in English, Canadian and German seed. Stocks light; whites scarce and high in price. Trefoil, timothy and Province lucerne maintain their prices. In grasses: Rather more movement in French-Italian, Irish-Italian and Perennials. Tares selling freely, all qualities, prices very firm. Rape scarce in English and Dutch seed, prices rising.—John Picard & Co.

The short crop of clover and timothy seed on the American continent has resulted in a serious scarcity of good seed and very high prices with many unusual features of the trade. Usually Canada exports large quantities of red clover seed to England, but this year trade is the other way and considerable quantities of English red clover seed are being sold in Canada. The poor crop of timothy seed in the large timothy seed producing areas contributory to Chicago, following the poor crop of 1910, resulted in a serious shortage of timothy seed and very high prices. Many farmers are threshing their own seed. In eastern Ontario and Quebec, where the hay is cut late, a large proportion of the crop which was originally intended for hay only is being threshed for seed.—Geo. H. Clark, Seed Commissioner of Canada, Ottawa, Ont.

During February work in the seed laboratories of Canada has been very heavy. In the Calgary laboratory 3,262 samples have been received, practically all for germination test, compared with 218 samples for February, 1911. At the Ottawa seed laboratory 1,993 samples were tested during February, compared with 885 during the same month of 1911. The samples tested and graded under the Seed Control Act were as follows: Red clover, total 520; Grade No. 1, 57; No. 2, 183; No. 3, 202; Rejected, 78. Alsike, total 232; Grade No. 1, 10; No. 2, 72; No. 3, 83; Rejected, 67. Timothy, total, 476; Grade Extra No. 1, 2; No. 1, 69; No. 2, 105; No. 3, 142; Rejected, 158. Alfalfa, total 60; Grade Extra No. 1, 1; No. 1, 10; No. 2, 26; No. 3, 19; Rejected, 4. Most of the timothy samples rejected contained a large proportion of cinque-

foil, wormseed mustard or other very small seeds which could easily be removed by cleaning.

The condition of clover is placed at 66 and timothy at 83 in the report of Missouri crop conditions on Apr. 1, issued by T. C. Wilson, sec'y of the Mo. State Board of Agri. Practically all of the crop seeded a year ago was lost. Notwithstanding this, the acreage of new clover is estimated at but 65% and of timothy at but 67%. The decreased acreage is due to the high price of seed. The condition of alfalfa is placed at 79; rye, 83. With favorable weather from this time on, it is believed that pastures will be good.

Speculation in clover seed makes funny moves at times. A few weeks back the bulls were figuring on a famine, but foreigners put a crimp in that. Then the former all got the idea they might be caught with a few bushels over and above their needs and began selling. This gave the bears their first inning in a long time, and gave them a chance to get back a few of their losses on April sold much higher. Bulls had a great opportunity this season and many took advantage of it. Some overstayed and are now hoping something will happen to put it up where they can get out. Question now is, will this country be able to absorb all the seed in this country? Bears say no; bulls are hopeful, but too many little fellows are letting go at the moment. Stocks at Toledo not heavy, but all the foreign seed did not lodge in Toledo. Bulk of it was scattered all over the states and Canada. Looks as though the backbone of winter is broken. A few days of warm rains will put the soil in shape to sow the seed. We should have a lively demand for a couple of weeks at least, and possibly a reaction to higher prices, but all depends on how anxious the holders are to get out.—J. F. Zahm & Co.

The poor crop of clover seed made it very difficult for seedsmen to secure Canadian grown supplies that will grade No. 1 under the Seed Control Act. With a poor crop the weed seed content is usually larger and this greatly increases the difficulty of securing the uniform bulking of seed. With the lower grades, especially No. 3, seed is likely to vary considerably in weed seed content, even when the bulking is fairly well done; so that there is danger of getting different grades on tests of a bulk lot that is near the line. But in spite of the serious handicap of the poor crop to work with, most of the seedsmen have succeeded well in securing seed of good quality that is properly graded according to the requirements of the Act. The seed inspection staff has been considerably increased and the reports received indicate that while the retail dealers in the seed producing areas have not all observed the grading regulations, there is very little seed being offered that is below the standard for No. 3 and a large proportion of it is No. 2 and No. 1. A few instances have been found where farmers are selling seed to their neighbors that is below the standard for No. 3.—Geo. H. Clark, Seed Commissioner of Canada, Ottawa, Ont.

W. W. Barney, Iowa state food and dairy commissioner, warns farmers against buying seed corn from unreliable sources in the following statement: Complaint has come to this department that some of the seed houses that have made us a good deal of trouble in past

years, especially in 1910, by sending out worthless seed corn, are again active and are using their old schemes to defraud the farmer. They are advertising tested seed and shipping corn that is only partly sorted and is not tested in any way. One of their plans is to offer to make shipment, giving ten days in which the farmer may test, when they know that this is not sufficient time. We would not advise buying corn under these conditions or with so short a time to make a test. Be sure that you know the reputation of the man or company with whom you place your order.

Chicago received during the week ending Apr. 6, 416,500 lbs. of timothy seed, 20,800 lbs. of clover seed, 235,400 lbs. of other grass seeds and 13,400 bus. of flaxseed; compared with 8,000 lbs. of timothy seed, 81,600 lbs. of clover seed, 125,200 lbs. of other grass seeds and 22,000 bus. of flaxseed received in the corresponding week of last year. Shipments for the week included 138,000 lbs. of timothy seed, 153,200 lbs. of clover seed, 1,348,000 lbs. of other grass seeds and 11,800 bus. of flaxseed; compared with 367,700 lbs. of timothy seed, 34,000 lbs. of clover seed, 258,600 lbs. of other grass seeds and 3,000 bus. of flaxseed shipped in the corresponding week of 1911.

Imports of seeds during the seven months prior to Feb. 1, included 2,880,988 bus. of flaxseed and 19,671,290 bus. of clover seed, compared with 5,256,803 bus. of flaxseed and 15,868,490 bus. of clover seed; during the similar period ending January, 1911. We exported during the seven months prior to Feb. 1, 1912, 137 bus. of flaxseed, 1,383,952 bus. of clover seed and 3,441,127 bus. of timothy seed; compared with 186 bus. of flaxseed, 3,571,213 bus. of clover seed and 5,834,490 bus. of timothy seed during the corresponding period ending January, 1911. We re-exported 21,919 bus. of flaxseed and 128 bus. of clover seed during the seven months prior to Feb. 1, 1912, and 5,950 bus. of clover seed and no flaxseed during the similar period of 1910-11, as reported by O. P. Austin, chief of the Bureau of Statistics.

From the Seed Trade.

The Buckland Mfg. Co., Buckland, O.—Much clover, timothy and alsike, also some alfalfa, will be sown this season, as the acreage of grass is small thruout this section of the country. Very little grass seed has been sown yet.—Buckland Milling Co.

Evansville, Ind.—Conditions in southern Indiana, Illinois and western Kentucky are anything but favorable for the spring seeding. A large acreage of wheat to be sown in clovers has been winter-killed and will be planted in corn and sown in peas. The clover sown in this section in the spring of 1911 has not half a stand and will result in a very light yield for this fall. No surplus clover will be carried over.—John Hubbard & Co.

Greenfield, O.—We are told by our farmers that the outlook for clover and timothy seed crops the coming season is very discouraging; in fact, they are almost a unit in saying that there will be practically no clover seed saved in this locality. The old clover fields have perished and very few got a stand from last spring's sowing. No seed whatever will be carried over and our farmers are anticipating extremely high prices next season. Some favorable growing weather may possibly improve the situation but

anything like a decent crop is entirely out of the question.—C. C. Norton's Sons.

MEETING DIRECTORS ILLINOIS ASS'N.

The Board of Directors of the Illinois Grain Dealers' Assn held a meeting in the Jefferson Hotel, Peoria, April 4, 1912.

Present were Lee G. Metcalf, President, Iliopolis; S. C. Taylor, Vice-Pres, Kan-kakee; H. I. Baldwin, Treas, Decatur; Directors, A. G. Tyng, Peoria; H. T. Truby, Joliet; G. W. Cole, Bushnell; J. E. Collins, Atwood; U. J. Sinclair, Ashland, and S. W. Strong, Secy, Urbana.

Final arrangements were made for the 19th Annual Convention of the Ass'n, which will be held at the Jefferson Hotel, Peoria, June 11th and 12th next. Committees were appointed to take care of all details and arrange the program.

There is such a wide spread interest in grain matters at the present time there will be a very full program in order to cover all the topics. Able speakers of national reputation will be secured, who will give the shipper the fullest authoritative information on subjects in which he is vitally interested.

Standing committees of the Association made reports. That of the Scale Committee is one of the most interesting. No shipper can afford to go without his scales being put in proper shape under the very nominal charge of the Association, and Scale Expert Clay Johnson has orders for two to three weeks in advance all the time.

Mr. R. C. Baldwin, Chairman, read the report of the Claims Committee, and recommended some radical changes, which were adopted by the Board. The main points were changing the offices of the Claims Department from Bloomington, under direction of Attorney Wm. R. Bach, to Urbana, and putting them in charge of the Secretary; reducing the fees to 10% of the amount collected, with a minimum fee of 50c. Mr. Wm. R. Bach was retained as Attorney for the Association and will conduct all prosecutions ordered by the Claims Committee. No claims which have been filed by the claimant direct and refused by the Railroads will be accepted by the Department for collection or prosecution, and no claims will be filed for non-members. If a claim is filed by a member and refused by the Railroads, and the Claims Committee believe it a valid demand, it will be prosecuted without expense to the claimant. All the net earnings of the Claims Department, and in addition \$1.00 per capita of the membership annually, was set aside as a Claims Department fund for the prosecution of claims, and hereafter every member of the Association can have his valid claims collected either by negotiation or a suit, under the nominal fee of 10% for the amount collected. This arrangement applies only to three classes of claims: Loss of grain in transit; loss in market value, by reason of delay in delivery, and loss in grade, on account of delay in delivery.

The Board of Directors completed the revision of the Constitution and By-Laws, as ordered by resolution at the 18th Annual Convention, and the same will be presented to the Convention in June for adoption.

Col. E. M. Wayne, of Delavan, President of the Grain Dealers National Assn, was present, and made some very interesting remarks with regard to that organization.

W. T. Cornelison appeared before the

Board in relation to the question of increased railroad rates.

The Secretary informed the Board that the Register used for registering names of dealers in attendance at annual conventions was filled with names, and immediately Mr. H. I. Baldwin of Decatur, begged the privilege of presenting the Association with a new Register. His proposition was accepted.

The Secretary made a financial report, which showed the Association's finances in a very satisfactory condition.

Lee G. Metcalf, President, and S. W. Strong, Secretary, were appointed to act with the committees appointed by the Peoria Board of Trade to arrange for the 19th Annual Convention.

The Claims Comite was instructed to negotiate with freight claims agents of the Western Freight Ass'n. with a view of getting the minimum of claims reduced to \$1.00.

A resolution was passed opposing the proposed increase in freight rates in Illinois.

Four new members were voted in as members of the Ass'n, Bingham-Hewitt Grain Co., Louisville; Kerby & Mans, Latham; P. W. Poorman, Humboldt; Vennum & Co., Fisher, Ill.

H. A. Hillmer was unable to attend Directors Meeting on account of illness.

J. E. Collins has grown quite tall since moving to a city. Atwood now has 700 inhabitants.

W. H. Adams, Atlanta, and G. Kersten, of Plainfield, Ill., were interested visitors.

Speculation is in New Crop Clover Futures.

The first trade in 1907 was on Feb. 27th at \$6.75.

The first trade in October clover last year was at \$7.85 and during the life of the future, it sold from \$7.50 to \$12.80 making the best price during August.

The year of 1908 was an exception to the rule. It started high and finished low. First trade was made on Jan. 22 that year at \$6.95. It advanced to \$8.95 in August and declined to \$4.57 in October.

Nine dollars or below will undoubtedly attract some buying, but it is a question whether buyers will care to take hold at higher prices until several months later, when something more definite is known as to the prospects of the coming crop.—Southworth & Company.

The new crop futures of clover seed now have the attention of those interested in that commodity. First transaction was on Feb. 28th at \$9. This is considerably higher than usual, which can be accounted for by the extreme prices on last year's small crop, and the prospect of little or no seed being carried over.

The first trading is at considerable lower prices than this year and a good advance is generally made during the late summer months. The bulls have been exceedingly fortunate during the past year, as seed advanced steadily from the start and those who foresaw a shortage of domestic seed and pyramided as the market advanced made handsome profits. Their ambition was checked only by the immense quantity of seed that was imported during the past six months. October generally commands a premium at the start and until that contract expires the deferred futures generally sell at the same price or at a discount.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Grand Trunk makes allowances, effective May 1, for weighing, transferring or elevating grain.

St. L. S. W. in No. 6072 gives rates, effective Apr. 16, on corn and wheat from St. L. S. W. stations to Mobile, Ala.

D. T. & I. gives rates, effective Apr. 23, on grain and grain products from Springfield, O. to Ind., Mich., O., W. Va. and Ky.

G. R. & I. gave rates, effective state Apr. 7, interstate Apr. 27, on grain and grain products from stations in Ind. to stations named in item 5, of tariff.

D. L. & W. in Sup. 3 to Sup. 4 to C6195 gives rates, effective Apr. 20, on grain and grain products from D. L. & W. stations to connecting lines stations.

C. & A. gives rates, effective Apr. 13, between Kansas City, Mo., and Independence, Mo., wheat and flaxseed, 4½¢; corn, rye, oats and barley, 3½¢.

P. C. C. & St. L. in Sup. 37 to ICC No. P198 gives rates, effective Apr. 15, on grain and grain products from P. C. C. & St. L. stations to C. F. A. points.

Vandalia in Sup. 12 to No. 53 gives rates on grain and grain products from Vandalia stations to C. F. A. and western points; state, Mar. 26, interstate, Apr. 16.

M. & K. T. in Sup. 3 to No. 4323A gives rates, effective Apr. 17, on wheat and corn to stations named on pgs. 11 to 16 of tariff taking groups 1 and 2 from Okla. points.

Vandalia in Sup. 7 to No. 46A gives rates, effective Apr. 15, on grain and grain products from St. Louis, Mo., East St. Louis and Peoria, Ill., and rate points to C. F. A. points.

Wabash in No. H9503 gives rates, effective Apr. 15, on corn from Chicago, Ill., Hammond, Ind., and Toledo, O., to New Brunswick, N. S. and N. S. and Ont. points.

Erie in Sup. 15 to No. A3959 gives rates, effective Apr. 17, on grain and grain products from Ill. points to N. Y., Md., Mass., Pa., W. Va., D. C., Me., Va., and P. Q. points.

Mo. Pac. gives rates on broom corn, effective Apr. 27, from Anthony, Hardtner, Hazelton and Kiowa, Kan., to Wichita, Kan., 25¢; from Preston, Kan., to Wichita, Kan., 28¢.

C. B. & Q. in GFO1999H makes allowances effective Apr. 15, for transfer and elevation charges on grain at Omaha, Neb., Council Bluffs, Ia., St. Joseph and Kansas City, Mo.

F. A. Leland, agt. for the Ill. Cent., etc., gives rates, effective Apr. 21, on corn, rye, oats, barley, corn meal, bran, and grain screenings from Texarkana, Ark.-Tex. to Mansfield, La., 14¢.

C. R. I. & P. in Sup. 13 to No. 12349C gives rates effective Apr. 23 on grain and grain products from C. R. I. & P. stations and St. Paul and K. C. S. line in Ia. to Ark. and La. points.

C. R. I. & P. in No. 28675 gives rates, effective Apr. 23, on grain and grain products between Missouri river common points and also stations in Mo., Colo., Ill., Ia., Kan., Neb. and Okla.

Mo. Pac. gives rates, effective Apr. 27, on grain and grain products between Scott City, Kan., and Prospect, Kan., 4¢; corn, 3.5¢; hempseed, 7¢; flaxseed, 4.5¢; millet seed, 4.5¢; broom corn, 11¢.

B. & O. in ICC 10701 gives rates, effective Apr. 15, on grain, grain products and by-products from Chicago and South Chicago, Ill., and Whiting and Indiana Harbor, Ind., to eastern cities.

Mo. Pac. in Sup. 3 to No. 2385A gives rates, effective Apr. 25, on grain and grain products between stations in Mo., Ill., Memphis, Tenn., and St. L. I. M. & S. stations and connections in Ark. and Okla.

M. & St. L. in Sup. 56 to No. 1590A gives rates, effective Apr. 20, on grain and grain products between Chicago, Ill., Milwaukee, Wis., and Peoria, Ill., or common points and M. & St. L. stations and connections.

M. & St. L. in Sup. 15 to No. 508A gives rates, effective Apr. 20, on grain and grain products and articles taking same rates between Minneapolis, Minnesota Transfer, St. Paul, Minn., or rate points and stations in Ia.

C. R. I. & P. in No. 28478C gives rates, effective Apr. 23, on wheat, corn, rye and oats from Rock Island, Ill., (when originating at points beyond from which no thru rates are published), to C. R. I. & P. stations in Okla.

Santa Fe gives rates on broom corn, effective Apr. 18, from Texico, Clovis, Portales, Elida, Kenna and Boaz, N. M., to Amarillo, Tex., 43¢; Canyon and Hereford, Tex., 42¢; Fredonia, Kan., 41¢; Bovine, Tex., 40¢.

Gt. Nor. gives rates on broom corn, effective Apr. 20, from Wichita, Hutchinson and Beloit, Kan., to Anaconda, Belgrade, Billings, Black Eagle, Butte, Mont., and rate points, \$1.00; to White Sulphur Springs, Mont., \$1.10.

C. & A. gives rates, effective Apr. 13, on flaxseed, wheat, corn, oats, rye and barley between Kansas City, Mo., and Independence, Mo., 4½¢; Selsa, Mo., 5½¢; Blue Springs, Mo., 6¢; Green Valley, Mo., 6½¢; Oak Grove, Mo., 6½¢.

Ill. Cent. in Sup. 15 to No. 153B gives rates, effective Apr. 15, on grain and grain products between Ill. Cent. stations in Ia., Minn., S. D., Omaha, Neb., and Ill. Cent. stations in Ill. and Ind., also Paducah, Ky., and St. Louis, Mo.

Sou. Pac. gives rates, effective Apr. 29, on barley, corn, maize, milo, oats, rye and wheat, from Casa Grande, Ariz., to Vaill, Ariz., 15½¢; Benson, Ariz., 19½¢; Dragoon, Ariz., 23½¢; Cochise and Willcox, Ariz., 24½¢; Bowie, Ariz., 25¢.

C. R. I. & P. in Sup. 9 to 17020A gives rates on grain and grain products, effective Apr. 23, between St. Louis, Mo., and points taking same rates, East St. Louis, Cairo, Gale, Thebes, Chicago, Joliet and Peoria, Ill., and stations in Ark.

St. J. & G. I. gives rates, effective May 1, on malt to Hastings, Neb., from Chicago, Ill., and rate points, 21.9¢; to Hastings, Neb., from Peoria, Ill., and rate points, 20.4¢; Davenport, Ia., 18.9¢; St. Louis, Mo., and rate points, 18.9¢.

C. M. & St. P. gives rates, effective Apr. 16, on wheat, between Kansas City, St. Joseph, Independence, Sugar Creek, Mo., Leavenworth, Atchison, Kan., and Newhouse, Minn., 19¢; corn, rye and barley between above named points, 16¢.

Gt. Nor. gives rates, effective Apr. 20, on flaxseed hulls, flaxseed screenings, bran and millet seed from Duluth, Minn., and Superior, Wis., to Chicago, Ill., 7½¢; wheat, 10¢; corn, rye, oats, barley, spelt, grain screenings, malt and malt sprouts, 7½¢.

C. P. & St. L. gives rates, effective Apr. 27, on grain from Peoria and Pekin, Ill., (when from points beyond where there are no thru rates in effect), to Cairo, Ill., and Evansville, Ind., 7¢; when destined to points in southeastern or Carolina territories, 5¢.

K. C. Sou. in Sup. 4 to No. 1393G gives rates, effective Apr. 20, on grain and grain products from Kansas City, Mo.-Kan., Missouri river stations on K. C. Sou. and connections to Ark. points and points on C. R. I. & P. and connections taking same rates or higher.

West Shore gives rates, effective May 1, on flaxseed imported via Brooklyn, N. Y., and New York, N. Y., stations Weehawken, Jersey City, N. J., to Angus, Atwater, Cote des Neiges, East End Cattle Market, Highlands, Hochelaga, Mile End, Montreal, Montreal Jct., St. Luc, Jct., St. Henry, Westmont, P. Q., 16¢; from Brooklyn, N. Y., stations, Jersey City, Weehawken, N. J., and New York, N. Y., stations to Montreal, P. Q., 16¢.

Mo. Pac. gives rates, effective Apr. 21, between St. Louis and Carondelet, Mo., and Prospect, Christy, Keystone, Elkader, Logansport, Bishop, Russell Springs and Winona, Kan., wheat 23½¢, corn, 20½¢, linseed meal, 22¢, flaxseed, 26½¢, broom corn, 49¢; millet seed, 26¢, hemp seed, 30½¢.

Mo. Pac. in Sup. 15 to No. 1340A gives rates, effective Apr. 21, on grain and grain products between St. Louis, Mo., East St. Louis, Peoria, Chicago, Ill., St. Paul, Minneapolis, Minnesota Transfer, Minn., and points taking same rates and Colo., Kan., Neb., Mo., and Okla. points, also between points in Mo.

K. C. Sou. gives rates, effective May 1, on grain and grain products from Kansas City, Mo., to Memphis, Tenn., when originating at Tobias, Neb., wheat, 13½¢; corn and articles taking same rates, 12½¢; when originating at Tonganox, Kan., wheat, and articles taking same rates, from New Richmond, Wis., to Alba, Acker, Alder, Ames, New Dalton, Mich., 14½¢.

C. M. & St. P. gives rates, effective Apr. 26, on grain, flaxseed and millet seed to Duluth, Cloquet, Minn., and Superior, Wis., from Clinton, 14¢, Graceville, Collis, Dumont and Wheaton, Minn., 12.5¢; wheat, corn, oats and barley to Duluth and Cloquet, Minn., and Superior, Wis., from Clinton, 3¢; Graceville, 11.5¢; from Collis, Dumont and Wheaton, Minn., 11.5¢.

M. & St. L. gives rates, effective Apr. 13, from Burlington, Kingston, Wapello, Huron, Grand View, Garden City, Fruitland, Ia., to Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., flaxseed and millet seed, 14¢; wheat, 11.75¢; corn, rye, oats and barley, 10.75¢; to above named points from Roundhouse, Hahn's Switch and Muscatine, Ia., flaxseed and millet seed, 14¢; wheat, 14¢; corn, oats, rye and barley, 12¢.

K. C. Sou. gives rates, effective Apr. 25, on wheat to Galveston, Algiers, Gretna, New Orleans, Port Chalmette and Westwego, La., for export, from Independence, Sheffield, and Manchester, Mo., 22½¢; corn from and to same points, 21½¢; to Port Arthur and Galveston, Tex., and Algiers, Gretna, New Orleans, Port Chalmette and Westwego, La., (for export), from Kansas City, Atchison, Elwood, Leavenworth, Kan., and St. Joseph, Mo., wheat, 18½¢; corn, 17½¢.

Wabash gives rates, effective Apr. 15, on corn to Amherst and Dartmouth, N. S., from Chicago, Ill., and Hammond, Ind., 24¢; from Toledo, O., 21½¢ (rates published to meet water competition and must not be used as basing rates). Apr. 16, from Council Bluffs, Ia., to Neoga, Ia., wheat, flaxseed and millet seed, 4.5¢; corn, rye, oats and barley, 3.7¢ from Neoga, Ia., to Omaha and South Omaha, Neb., wheat, flaxseed and millet seed, 5.5¢; corn, rye, oats and barley, 4.7¢.

R. I. gives rates, effective Apr. 23, on grain and grain products from St. Louis, Mo., or East St. Louis, Ill. (when originating at points other than St. Louis or East St. Louis from which no thru rates are published), to Hastings, Okla., wheat, 26¢; corn and linseed cake, 22½¢; to Waukomis, Okla., wheat, 22¢; corn and linseed cake, 20¢; from Rock Island, Ill. (when originating at points beyond from which no thru rates are published) to Renfrow, Okla., wheat, 21½¢, corn, 18¢.

The National Soil Fertility League is gratified with the reporting out of the House Com'te of the Lever bill which definitely concentrates upon the one purpose of having a trained agricultural demonstrator in each county, who will work directly upon the landowners, tenants and others having direct control of the method of farming their soils with the purpose of effecting an early improvement of method.

We find the Grain Dealers Journal very interesting and valuable.—W. L. Shattuck, sec'y-treas. of the Farmers' Co-operative Ass'n, Ltd., Idaho Falls, Ida.

CARLOAD WEIGHING INVESTIGATED BY COMMISSION.

Dissatisfaction over alleged irregularities and discrepancies in the weighing of grain at Chicago, particularly in the case of the Western Railways Ass'n, has caused an investigation by the Interstate Commerce Commission.

The Commission took up the case on the afternoon of Mar. 25 and at once began an exhaustive study of the mechanism of the team track scale, on the theory that it would be impossible to arrive at any conclusion until every member of the Commission was familiar with the working of same. Mr. Marchand, attorney for the Commission, who is conducting the presentation of evidence in the case, believes that errors are due not so much to design as to failure to keep pace with the efficiency of railroad operation generally. He declares that while the carriers have increased the weight and size of their rolling stock and the density of their traffic, they have not brot their weighing equipment up to a comparable standard.

Col. A. S. Dredge, sup't of the Western Weighing Ass'n, explained to the Commission that the organization is maintained by the railroads to insure accuracy of scales. It is kept up, he said, by assessments levied on the railroads, proportionate to the scope and amount of freight handled by each company.

F. E. Church, mgr. of the scale dept of Fairbanks, Morse & Co., described the general principles upon which all track scales are built, using fifteen blue prints to make his elucidation clearer.

J. J. Badenoch, a grain and hay merchant, representing the grain buyers of the Chicago Board of Trade and the Chicago Grain & Hay Dealers' Ass'n, was the next witness. He stated that he handled from 10 to 15 cars of grain a day and through elevators from 10 to 30 cars of grain. He believed that it cost him \$30,000 per year to get honest weighing and that the various consumers who receive consignments passing through Chicago pay ten times that amount. He said that northwestern dealers had nearly all given orders not to sell on the basis of Chicago team track scale weights. They were universally unsatisfactory, and a shipper would rather sell at from one to two cents less per bushel weighing by Chicago Board of Trade Weighing Bureau than on the basis of team track scale weights. He read a large number of letters from various northwestern shippers confirming this statement. The complaint was that there is a great shrinkage in weights and that the weights were unreliable and that the cars have not proper seal protection. He also charged the Western Railway Ass'n weights as being entirely unsatisfactory. He did not charge that there was dishonesty in weighing on team tracks, but utter incompetency on the part of those in charge of weighing. The scales were not in proper condition; they were crossed by trains perhaps hundreds of times a day, and were full of all kinds of filth. Another complaint was that, while the railroads have a seal record and a statement of the condition of the car as it is received, they would not furnish it to the buyer to help him in collecting a complaint for shortage. Mr. Badenoch gave great credit to the management and the results obtained by the work of the Board of Trade Weighing Dept., in charge of H. A. Foss. This witness believed that if all weighing in Chicago could be put

in control of his bureau there would be no complaints. The greatest difficulty occurred upon lines handling a small amount of business. Upon the more important lines a better guard was kept over the cars and the weighing was more satisfactorily performed.

C. F. Staples, of the Minnesota Railroad and Warehouse Commission, presented some figures taken from the records of the weighing dept in that state, which give the team track scale a very black eye indeed.

A table showing the difference between the stenciled and actual weights of box cars of eight named railroads showed a number of cars weighing over the stencil weight, 8,071 percentage, 65; aggregate pounds actual weight over the stencil weights, 4,545,320; number of cars weighing under the stencil weight, 3,760; percentage, 31; aggregate pounds actual weight under the stencil weight, 2,188,500; number of cars having an equal actual and stencil weights, 514; percentage, 4; total cars weighed, 12,351.

Statement No. 1 shows each road in detail. One thousand eight hundred and forty-seven cars were weighed from Jan. 28 to Feb. 28, 1911, inclusive. The results were given for each road. The totals were as follows:

Number of cars weighing over the stencil weight, 1,383, percentage, 75; aggregate pounds actual weight over the stencil weight, 1,167,020; average pounds per car, 846; number of cars weighing under the stencil weight, 393, percentage, 215; aggregate pounds actual weight under the stencil weight, 224,300; average pounds per car, 570; number of cars having equal actual and stencil weights, 66; percentage, .935.

The plants of the Corn Products Refining Co. are operating almost up to their full capacity. The plant at Argo, Ill., is grinding out more than 35,000 bus. of corn a day.



E. W. Seeds, Columbus, O.

DEATH OF E. W. SEEDS.

In the death of Ephraim W. Seeds, for many years engaged in the grain business at Columbus, O., the grain trade has lost an influential worker for improved conditions, a fair minded grain dealer whose generous spirit and fair dealing won him a host of friends in the grain trade. His presence in the councils of the trade's organizations, where he has been so active these many years, will be greatly missed.

Mr. Seeds was born in Pickaway County, O., in 1849, and died in Jamestown, N. Y., March 24th, 1912. He entered the milling business at the age of 22, with the firm of C. & J. W. Seeds & Co. of Shadesville, O. After a couple of years with this firm, he moved to Liberty, Ind., and engaged in the milling and grain business on his own account. In 1880 he moved to Columbus, and with E. W. Scott formed the firm of Seeds & Scott. Twelve years later this firm was succeeded by the Seeds Grain Co. and later incorporated as the Seeds Grain & Hay Co., Mr. Seeds being manager.

In July, 1910, the company's transfer elevator was burned. At the time Mr. Seeds was in impaired health, and naturally the shock of the loss was a great one. Last fall he went to live with his son Karl B. Seeds at Jamestown, N. Y., hoping that a change of scene would prove beneficial.

Mr. Seeds was a close student of traffic matters and long served the Ohio Shippers Ass'n. as chairman of the executive committee and later as its president. Careful and conscientious, he was long a leader in all association work, and never did he hesitate to give any dealer the benefit of his knowledge of the business. He served often as an arbitrator of trade differences, and with complete satisfaction to contestants. Men in the trade had come to look upon him as a man able to see the right and one strong enough always to stand up for it.

During Mr. Seeds forty years connection with the grain trade he was ever active in association circles. He was one of the organizers of the Ohio state ass'n. and generally was serving it in some important official capacity. Several times he was made its president. In 1909 he was elected vice president of the Grain Dealers National Ass'n.

An earnest Christian, he was active in the work of the First Methodist Church of Columbus, and was one of the organizers of the Ohio Medical University and Protestant Hospital, which he served long as treasurer and later as secretary.

In October, 1874, Mr. Seeds was united in marriage to Frances C. Beaver of Liberty, Ind., who with their two sons, Karl B. Seeds of Jamestown, N. Y., and Edgar W. Seeds of Little Rock, Ark., survive him.

The Crop Improvement Com'te of the Council of Grain Exchanges has placed a great deal of plate matter. The barley plates have been placed with 470 newspapers; 420 barley pages have been put out; 120 of the new plate pages on oats have been put out. These contain 6 columns of scientific matter regarding oats.

The Commercial Club of Clinton, Ia., has called a meeting of the businessmen to form a county organization to employ a county agriculturist who will probably be in charge of Whiteside County, Ill., as well as Clinton County, Ia. Mr. Ball has been requested to address the meeting and introduce the plans of the Crop Improvement Com'te.

Grain Carriers

The first ship will pass thru the Panama Canal in August or September, 1913, according to Chairman Goethals, of the Isthmian Canal Commission.

A gradual change from "the medley of classes" to "a uniform scale" has been recommended by the Classification Com'te of the National Industrial Traffic League.

The office of assistant sec'y is a new berth on the Interstate Commerce Commission created by that body at its meeting Mar. 6. G. B. McGinty was elected and will begin his duties at once.

Pooling freight rates and rebating are the charges which have led to the filing of a suit by United States attorneys for the dissolution of certain steamship companies engaged in traffic between New York and the far East.

The proposed advance in freight rates on hay from points in Wisconsin to Chicago and other points, made by the Illinois Central and due to take effect Apr. 1, has been suspended until July 30 by the Interstate Commerce Commission.

The proposed new line of the Chicago & Northwestern Railway from Peoria to Girard, Ill., is expected to be started within a month. The new road will cover a distance of 91 miles and will be called the St. Louis, Peoria & Northwestern Ry.

To prevent theft from cars Congressman Carlin of Virginia has introduced H. R. 16450 providing \$5,000 fine or 10 years' imprisonment, or less, for unlawful breaking of seals on cars interstate. Such a law, if enforced, would surely stop stealing grain in transit.

The end of the car famine is in sight, according to a current bulletin of The American Railway Ass'n, which reports a total of 52,682 surplus cars Mar. 27, compared with 46,028 Mar. 13. On Mar. 29, 1911, the nearest comparable date in that year the total number of surplus cars was 196,217, or 143,535 more than at present.

The correction of thru rates which exceed the lowest combination of rates made on any base point has been ordered by the Interstate Commerce Commission. The thru rates will be reduced to equal the lowest combination, even granting that such reduction will have the effect of increasing the discrimination against intermediate points.

Railroads must either cancel all provisions in their tariffs to the effect that the minimum charges on a car given to a shipper shall be based upon the marked capacity, length or cubical capacity, or file with the Interstate Commerce Commission the publications which contain the official marked capacities, lengths, dimensions and cubical capacities of the cars used by them, according to a recent decision of that body.

A new Canadian grain line from Victoria Harbor on Georgian Bay to Montreal, Que., will be constructed by the Canadian Pacific Ry. The distance is 390 miles. While the new line will be single track, the structure will be varied in such a manner as to make the laying of double track comparatively easy. It is predicted that the \$12,000,000 job will hardly be completed when work on the double track will be started.

Navigation of Lake Superior is not expected to open until the first week in May.

Further legislation to protect waterways against railway control and for the regulation of freight rates on routes involving land and water hauls are urged in the recent report of the National Waterways Commission. The commission recommended that army engineers be assigned to supervise the proposed canal to connect the Ohio river near Pittsburgh with Lake Erie, when \$10,000,000 cash and \$5,000,000 in bonds are made available by the communities interested.

J. C. Lincoln, chairman of the Com'te on Demurrage and Car Service of the National Industrial Traffic League, has pushed toward completion the proposed changes in the uniform demurrage rules. After conferences with Arthur Hale, representing the American Ry. Ass'n and Franklin K. Lane of the Interstate Commerce Commission, Mr. Lincoln has submitted to members of the League a complete draft of the new rules, which will be formally presented to the Commission for approval.

A popular move to abolish the Commerce Court, which has made itself active in undoing the work of the Interstate Commerce Commission by rendering adverse decisions on appeals, is now before Congress in a bill originated by Representative Sims, which has been favorably reported to the House and which seems likely to pass both branches of the legislative machinery. In case the Court is abolished appeals will either be made in the circuit courts, as before, or in the district courts of the various communities, where the alleged offense is committed.

A statement giving their attitude on the "color scheme" as it affects transit and proportional rate regulations has been filed by the boards of trade of the lower Missouri river markets, before the Interstate Commerce Commission. The brief is in general a defense against the need of requiring that white and mixed corn and hard and soft wheat, etc., should be distinguished as a part of the requirement necessary to prevent violation of rates under transit rate arrangements. The shippers also claim that no violation of thru rates is caused by the presence of both transit and proportional rate bases at the same point. The statement declares that the model method of policing transit in the country in question should be a sufficient guarantee to the railroads that they will get all that is coming to them.

A bill providing for the physical valuation of all railroad properties in the U. S. has been favorably reported by the Interstate Commerce Commission. Representative Adamson, of Georgia, chairman of the House Com'te on Interstate and Foreign Commerce, says: "The anomaly has grown up, gradually and unconsciously, that public carriers are to be allowed to charge an income on what they owe as well as on what they own. Nobody else in the world, with whom we are acquainted, is allowed that privilege. Full information, full publicity as to the true conditions of the issuance of stocks and bonds, the cost to the holder, the price realized by the carrier, the disposition of the money, the facts as to manipulation, will all shed light upon the question of correcting rates by the Commission and their revision by the courts. The information of all those things will help the people to a correct understanding thereof."

About five weeks ago W. L. Ireland, of Grand Ledge, Mich., loaded a car with wheat and consigned it to a point in Ohio. The parties to whom the wheat was supposed to have been delivered made complaint to Mr. Ireland that they had not received the product and wanted to know the reason why. A tracer immediately got busy in an effort to locate the lost wheat and finally found the car still standing in the railroad yards at Grand Ledge in a crippled condition from a broken draw bar, where it had been held for more than a month from the day it was loaded.

A refusal to disturb existing thru rates on grain was given by the Interstate Commerce Commission in the case of the Sioux City Terminal Elvtr. Co. against the C., M. & St. P. and other carriers. The Sioux City petitioners alleged that the present rates discriminate in favor of Omaha and Kansas City, but the Commission, after making an examination declared that the great bulk of the grain tonnage of that city labored under no disadvantage due to the railroads. The existing local rates, however, on grain from South Dakota, Nebraska, Minnesota and Iowa to Sioux City were held to be unreasonable and the railroads were given time in which to readjust them.

That commercial exchanges shud agree to a uniform elevation allowance of $\frac{1}{4}$ c per bu. is the plea of H. L. Goemann, of Toledo, O., who recently represented the grain interests of Chicago, Memphis, Toledo, Nashville, Cincinnati, Buffalo, Henderson and Savannah in a visit to St. Louis for the purpose of winning the endorsement of the grain men in that city. If all the exchanges will agree to the proposition it will probably be put up to the Interstate Commerce Commission, which is said to be likely to favor it. A uniform elevation charge of $\frac{1}{4}$ c per bu. has been unanimously recommended by the Memphis Hay & Grain Ass'n, to apply at all terminal points entitled to it under the ruling of the Interstate Commerce Commission.

That the Interstate Commerce Commission was within its rights in calling for reports of transactions relating to port to port interstate business or intrastate traffic or affairs is a recent decision of the U. S. Supreme Court. The highest court gave a signal victory to the Interstate Commerce Commission by deciding that it has the power to compel water lines to report to it regarding intrastate as well as interstate business. The decision reverses a previous decision of the Commerce Court to which the case was appealed last October. The case in question was that of the Goodrich Transit Co., of Chicago, against the Interstate Commerce Commission and incidentally is the first case that ever went from the Commerce Court to the Supreme Bench. The Supreme Court declared that the defeat of the Commission in this case would mean that railroads also need not report regarding intrastate business, and the commission's whole system of gathering reports relative to commerce would be worthless. The Commerce Court held the commission had power to require reports only regarding traffic carried under joint arrangement with railroad carriers, but not as to purely intrastate and port-to-port business. The orders in question required reports regarding operating expenses and operating revenues of water lines, and affected principally lines on the great lakes.

Extension of power over water carriers has been undertaken by the Interstate Commerce Commission, which held in a recent decision that if a rail carrier and a water carrier publish and file their rates applicable to thru shipments traffic over such routes may be transported under thru Bs/L, even tho the rates are not joint thru rates. The Commission also held that a water carrier may not accept shipments on thru Bs/L issued by a rail carrier unless the water carrier has published and filed rates which are applicable, also that acceptance by a water carrier of thru traffic on Bs/L issued by a rail carrier is an evidence of an arrangement for continuous carriage which subjects the traffic to the provisions and jurisdiction of the Commission.

The differential rate agreements between Philadelphia, New York, Boston and Baltimore, which will be argued before the Interstate Commerce Commission on Apr. 10, have been augmented by a supplemental brief prepared by James Collins Jones, attorney for the shipping interests for Philadelphia. This brief is in answer to the argument advanced by the New York interests that the carriers have made rate distinctions in order to divert traffic and prevent a rate war. Mr. Jones, in his brief, argues that the right of the carriers to make rates is stronger than that of the Interstate Commerce Commission because of the broad discretion vested in them, and that if this right is questioned, it would destroy the entire structure of railroad rates thruout the country.—C.

The elevation allowance order of the Interstate Commerce Commission was indefinitely suspended by the Commission Apr. 5, on account of a protest by the Missouri River elevator operators and railroads against the 10-day limit. The Commission will issue a new order, after an investigation that will cover all carriers and all markets. A resolve to yield no point in the fight for continuation of elevation allowances is the result of a meeting of representatives of several western grain markets with the vice-presidents of western railways, held Mar. 28 in Kansas City. It was decided to push the cases now pending in the U. S. Supreme Court, one of which is a petition for a rehearing with particular reference to the limit of ten days allowed for the transfer of grain. The other is a plea for an injunction by the Commerce Court, by which is sought immediate relief from the recent order of the Interstate Commerce Commission. The order suspended was published in full in the Journal Mar. 10, page 351.

A complaint that certain railroads refuse to pay claims for coorage of cars and refuse to furnish cars suitable for transportation of grain and grain products has been filed by the Southwestern Millers League before the Interstate Commerce Commission. The railroads named are the A., T. & S. F., the C. B. & Q., the R. I. & P., the Mo. Pac. and the St. L. & S. F. The complaint alleges that N. A. Poteet, the agent for the defendants, published the following rule for the account of the railroads which he represented: "When cars furnished by the carriers named for grain or other loading require repairing in order to insure lockage in transit and material necessary for repairing is furnished by the shipper, the carrier will pay the actual cost of same, but not to exceed 80 cents per car." It is upon this statement of the railroads, which the shippers say has not been lived up to, that arguments against the defendants will be based. Suits have

also been filed before the state commissions of Kansas, Nebraska and Oklahoma to require the railroads in those states to furnish the necessary equipment for loading grain and grain products and to pay claims for coorage and repairing, during the time their tariffs authorized an allowance of actual cost but not to exceed 80 cents for material furnished. It is estimated that the unpaid claims of shippers against the railroads held by millers and other men dealing in grain in these states alone amounts to more than \$15,000.

PROGRAM WESTERN GRAIN Dealers Ass'n at Des Moines.

The date for the 12th annual meeting of the Western Grain Dealers Ass'n has been changed to Saturday, April 13. It will be held at the Savery Hotel, with the following program:

SATURDAY, APR. 13, 10:30 A. M.

Address by I. L. Patton, pres., Newton, Ia.

Annual Report by Geo. A. Wells, secy.-treas., Des Moines.

Practical Use of the Moisture Test, by C. A. Russell, in charge U. S. Grain Standardization Laboratory, Decatur, Ill.

SATURDAY NOON.

Buffet lunch in banquet hall of hotel, provided by grain dealers of Des Moines, to give opportunity for extending acquaintance and social intercourse.

A moisture test demonstration will be given 12 to 2 p. m. in the banquet hall.

SATURDAY, 2 P. M.

The Necessity of Organization, by E. A. Fields, Sioux City, Ia.

The Grain Dealers National Association and National Legislation, by A. E. Reynolds, Crawfordville, Ind., Chairman Legislative Committee Grain Dealers National Ass'n.

Docket for general discussion. Subjects introduced by Geo. A. Wells.

Functional subjects.

Membership in Western Grain Dealers Ass'n.

Affiliated Membership Grain Dealers National Ass'n.

The Western Grain Dealers Mutual Fire Insurance Ass'n.

Inspection and Repairing of Scales.

The Ass'n as a bureau of general information.

Local Meetings.

Transportation. Loss in transit. Delay in transit. Delay in furnishing cars. Coopering and repairing cars. Physical condition of railway equipment. Leases for elevator sites. Erroneous quotation of rates. Natural shrinkage. Minimum car loads. Misrouting of shipments. Use of large car when smaller car is required.

Terminal Markets. Necessity of a uniform standardization of grades. Inspecting corn basis of moisture test. Delayed reinspection. Supervision of weights. Commission merchant acting as both principal and agent. Responsibility of a grain exchange for an uncommercial act of a member.

Legislation. The Food and Drugs Act. Relating to future contracts. Relating to federal standardization of grades. Railroad track clearance.

SATURDAY, 6:00 P. M.

Banquet Supper in Banquet Hall Savery Hotel. Plates \$1 each.

Toastmaster, Mr. E. A. Fields, Sioux City, Iowa.

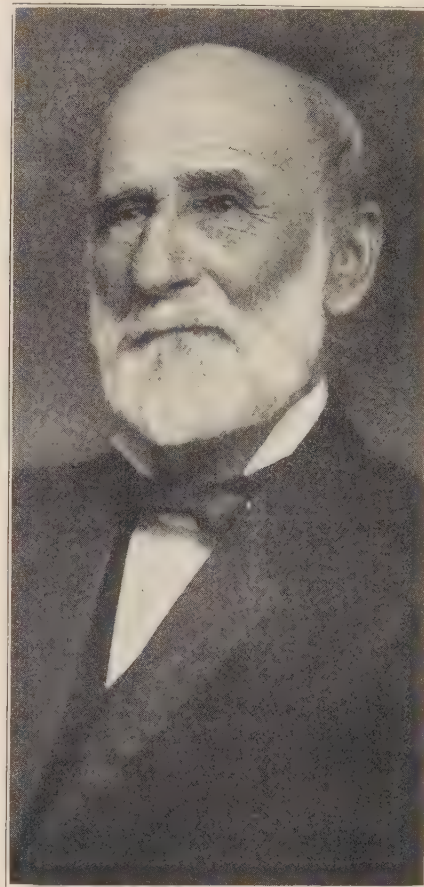
The Council of Grain Exchanges, by Hiram N. Sager, Chicago, Ex-Pres. Council of Grain Exchanges.

Good Fellowship by Our Friends.

DEATH OF S. BASH, FORT Wayne.

Solomon Bash, of Fort Wayne, Ind., founder of the firm of S. Bash & Co., and a pioneer grain dealer of the state, died Mar. 25, at the advanced age of 85.

Mr. Bash was a prominent figure in the grain business of northern Indiana for 62 years. He came to Fort Wayne in 1848 and took a position in the warehouse of



S. Bash, Ft. Wayne, Ind.

Hill & Orbinson, and later with R. W. Taylor, an old grain man on the banks of the Wabash & Erie Canal, then one of the main arteries used by grain shippers of the region.

In 1860 he formed a partnership with Stewart Eiken and conducted a successful business until 1870, when the present firm of S. Bash & Co. was formed and later incorporated. This firm has done a large business in grain and seeds, aggregating \$1,000,000 per year.

The life of Mr. Bash was an active one. His operations covered practically all of northern Indiana and northwestern Ohio and he was much respected by the trade wherever he had dealings. His life was an ideal one, both from a business and a domestic standpoint. He was able while still a young man to return to his birthplace in Starke County, Ind., and marry the sweetheart of his boyhood days, who preceded him in death by 20 years. He was a prominent church worker and leader in the city where he lived. He is survived by seven children, which include C. S. Bash, present head of S. Bash & Co., and Harry E. Bash, head of the Mayflower Mills.

Harry W. Kress of Piqua, O., has been appointed chairman of the telephone and telegraph com'te of the Grain Dealers National Ass'n.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Directors for the coming year have been elected by the Board of Trade as follows: H. L. Remmel, W. W. Dickinson, H. C. Rather, Dan Daniel, J. J. Mandlebaum, Ad Hamburg, R. E. Wait, Charles Kramer, John F. Boyle, Jr., W. S. Mitchell, Jesse F. Houck, Max Mayer, Morris Cohn, George W. Rogers, T. P. Murrey, Harry M. Ramey, Charles S. Stiff, L. B. Leigh, John M. Rowe, C. G. Byrd and G. R. Brown. Mr. Remmel, who has been pres. for three successive terms, has presented a letter to the stockholders declaring that he does not feel that he can accept the office for an additional period.

CALIFORNIA.

Los Angeles, Cal.—The Imperial Grain & Warehouse Co., incorporated; capital stock, \$100,000; directors, M. N. Newmark, Joseph Simons, H. E. Woolner, E. O. Simons.

El Centro, Cal.—The Imperial Grain & Warehouse Co. will erect an immense warehouse at El Centro for the storage of valley crops for ranchers who want to hold their products for better markets. The proposed warehouse will be 60x600 ft. and will be constructed from brick and hollow tile, with a tile floor, so that it will be fire-proof. The first section, 60x300 ft., will be erected at once and the other next fall. The principal party back of the new concern is the Newmarket Grain Co., Newmarket, Los Angeles p. o., Cal. The company will issue receipts for grain and cotton held in the warehouses here, on which money may be secured until the ranchers are ready to move their crops when the markets are favorable.

CANADA.

Benito, Man.—The Benito Farmers Elevator has applied for incorporation.

Calgary, Alta.—The Walberg Elevator Co., incorporated; capital stock, \$50,000.

Edmonton, Alta.—The Canada Malting Co. will erect an elevator with large storage capacity.

Altemonte, Ont.—The Board of Trade is working for the establishment of a large grist mill and elevator.

Calgary, Alta.—Lewis Graham, employed by the Globe Grain Co., fell into a bin of grain and was suffocated.

Goderich, Ont.—The Western Canada Flour Mills Co. has let contract to J. H. Tromanhauser for a new marine tower.

Lethbridge, Alta.—The Canada Malting Co., which handles much barley, will erect an up to date elevator of large storage capacity.

Morden, Man.—The elevator, flour mill, warehouse and general store of the Ogilvie Milling Co. burned Mar. 31 with a loss of \$50,000.

Weyburn, Sask.—The 35,000-bu. elevator of the Western Elevator Co. burned on the morning of Mar. 20 with 7,000 bus. of wheat and flax.

Quyon, Que.—Quyon Milling Co., Ltd., incorporated; capital stock, \$20,000; incorporators, David McCulloch, F. A. Davis, G. T. Mohr and M. Joyce.

Port Arthur, Ont.—The C. & R. R. has contracted with the Barnett & McQueen Co. for the erection of 64 concrete storage tanks in connection with elevator.

St. John, N. B.—The Can. Pac. Ry. will erect a 2,000,000-bu. elevator as soon as the revetment wall which is a part of the great harbor improvements that have been planned, is completed.

Rosthern, Sask.—The Farmers Supply Co. has sold its 30,000-bu. elevator to Francis & Anderson of Delisle.

Toronto, Ont.—Judgment for \$2,013.55, with costs, which amount was due on a defaulted contract for oats, has been given Wm. McKerrrow & Co., of Liverpool, against the McKellar Grain Co. of Toronto.

Grassy Lake, Alta.—The mill and elevator of the Medicine Hat Milling & Elevator Co. burned recently, causing a loss of \$18,000, partly covered by insurance. Grain to the value of \$12,000 was destroyed. The company will rebuild.

Medicine Hat, Alta.—The new elevator of the Ogilvie Flour Mills Co., Ltd., which will be erected here, will have a capacity of 300,000 bus. The flour mill, to be erected in connection with the elevator, will have a daily capacity of 3,000 bbls.

An appropriation of \$1,500,000 has been made by the Government of the Dominion of Canada for the construction or buying of terminal elevators at Fort William and Vancouver. The government wishes to store Alberta wheat and has already decided to erect an elevator at Vancouver.

Winnipeg, Man.—Millers are protesting against the common abuse by which frosted oats are allowed to be graded "sound." They declare that unless a remedy is found in the nature of more specific legislation covering this point they will cease to rely on grading at all, to the ultimate detriment of the shipper.

Montreal, Que.—Prosper Labelle, for many years chief grain inspector of the port of Montreal, died Mar. 28. He was appointed chief grain inspector in 1887 and retired in 1909. He was a veteran member of the Montreal Board of Trade and the Montreal Corn Exchange Ass'n. A widow and eight children survive him.

Winnipeg, Man.—The Winnipeg Grain Exchange Clearing Ass'n, which held its annual meeting Mar. 19, reported that the expenditures for the year were \$8,954, and the net receipts \$21,055, leaving a net gain to be carried to surplus account of \$12,000. This showing was specially gratifying to the members in view of the fact that last summer the charges for clearing were cut down from 2c per 1,000 bushels to 1½c per 1,000 bushels. The Ass'n elected a board of directors for 1912. A. C. Ruttan being made pres. and Frank O. Fowler, mgr.

Winnipeg, Man.—A rule that hereafter no dried grain will be allowed a straight grade, but that certificates of inspection will bear after the grade the word "dried," has been put into effect by Chief Grain Inspector Gibbs, to whose discretion the grain act leaves such matters. The inspector says he has made the ruling because he does not consider dried grain as good as grain of the same grade which has required drying. It is estimated that the new ruling will hold up export shipments a month or longer since the British miller is sure to demand samples.

Regina, Sask.—The congested grain situation is increasing in acuteness and unless some relief can be found the loss will be enormous. Between 5,000,000 and 8,000,000 bus. of tough wheat are still to be marketed, dry wheat amounts to 30,000,000 bus. and 20,000,000 bus. are yet unthreshed. The large elevators at Fort William and Port Arthur are full to bursting and an embargo on Duluth is threatened by the railroads. That city has capacity for only 5,000,000 bus. left. In a recent consultation between the officials of the Saskatchewan Co-operative Elevator Co. and the government it was decided to attempt to get some measure of relief by means of United States terminals.

Montreal, Que.—A heavy blow was struck at the shipping interests of Montreal when the harbor commissioners recently raised the storage rates on grain and cut the amount of time which grain can be held in the local government elevator from 20 days to 10. The change goes into effect Apr. 15. This will make Montreal the highest rate grain terminal in North America and it is expected that the effect will be to divert all future orders to ports along the seaboard of the U. S. The storage here is much cheaper and includes insurance. The Montreal Corn Exchange has protested against the change, but without avail. Approximately 10,000,000 bus. of grain was sold for future spring delivery before the new rates of storage were announced so that the advance was not figured in the contracts and the prices of the grain sold and the present loss will be very large to exporters.

Raymond, Alta.—Elevator men are asking the passage of a law which will give the grain of the small producer a better show in the market, since under the present car distribution system it is necessary for elevators to carry the less than carload offerings as long as eight months, making it obligatory to charge a safe price, which is manifestly unfair to the small producer. It is said that under the present law the large farmers can manipulate 80 per cent of the cars coming to a station, which is bound to work to the disadvantage of the small producer. Legislation has been recommended along the following line: Give the elevators a fair portion of the cars coming to a station, allowing a commission to distribute them and let small farmers assign their grain to elevators until a sufficient amount is gotten together, then allow the elevator to apply for cars in proportion to the amount of grain represented by the small purchase assigned.

Winnipeg, Man.—A loss of about \$85,000 on business done during the past year is shown by the report of the Manitoba Elevator Commission, demonstrating that the maintenance of the Commission is proving a rather expensive proposition for the province. The figures show that the charges are quite inadequate, since it cost on the average 3½c to handle each bushel, and there was a net loss of 1½c per bu. for the general public to face. Up to date the Manitoba Elevator Commission has cost the government \$1,001,342, made up as follows: Purchase of elevators, \$552,370; cost of building elevators, \$109,994; organization expenses, \$17,909; equipment, \$658; engineering, \$2,291; office furniture, \$2,925; remodeling, \$15,192. The cost of operation and maintenance for the past year was \$183,900, while revenue and refunds amounted to only \$99,775, leaving a loss on operations for twelve months ending Aug. 31, 1911, of \$84,140. The total amounts of grain handled were 5,051,922 bus. received and 5,038,534 bus. shipped.

Montreal, Que.—The tariff rate issued last September for grain storage in Elevator 1 at Montreal will go into effect April 15, and the harbor commissioners have so notified the Montreal Corn Exchange Ass'n. The rates under this tariff are: On grain ex-steamer or barge: elevating into elevator, and weighing 3-10c per bu.; delivery, 3-10c per bu.; storage in elevator up to 10 days free. Export grain ex-cars: elevation, 10 days' storage and delivery to ocean steamer over grain conveyor system, 9-10c per bu. Domestic grain ex-cars: oats, elevation and 10 days' storage, ½c per bu.; all other grain, elevation and 10 days' storage, ¾c per bu.; delivery, 3-10c per bu. Storage: on all grain ex-steamer, barge or cars, after the expiry of the free storage, 1-20c per bu. for each day. For other services: loading on cars, \$1 per car; cleaning grain, ½c per bu.; turning grain, ¼c per bu. Winter storage on grain: when charges at regular rates for storage amount to 1½c per bu. on grain in store received after Nov. 15 no further charge for storage will be made until May 15, after which date the regular rate of storage of ¼c per bu. for each succeeding term of 10 days or part thereof will be charged.

Regina, Sask.—The Saskatchewan legislature has announced that 45 elvtrs. were built in the province last year by the co-operative Elvtr. Co. and that 50 companies have already organized this year, while up to date there were applications for 150 more.

Ottawa, Ont.—The new Canadian Grain Act, which has passed the House and is now before the Senate, has been strongly condemned by western grain growers and a deputation representing grain growers of the three prairie provinces Alberta, Saskatchewan and Manitoba, has arrived here to wait on the Minister of Trade and Commerce for the purpose of asking that certain features of the obnoxious bill be changed or stricken out. If that official will not consent to the proposed modifications the deputation will appeal to the Senate to change the bill so as not to work a hardship on the trade. The deputation will ask that the amendment to the car distribution clause, which gives wide discretionary powers to the commissioners, be stricken out and that the clause be made to read as it did in the old act. The clause providing for sample markets and mixing at Winnipeg, Calgary and Fort William will be protested unless the government offers to take over all terminals. Toronto grain men also claim that storage on grain that has been ordered out of the elvtrs. at Port Arthur and Fort William shud cease within a reasonable number of days if the railroad fails to provide cars. The minister in charge of the bill refused to do more than to promise shippers the right to appeal to the commissioners for redress in case they suffered from this cause. This, of course, wud throw the burden of proof on the shipper. A delegation of three Board of Trade members will be sent to the Senate to ask that amendments more favorable to the trade be attached to the new grain bill before it is allowed to become a law. The delegation will also object to the inspection rule which allows frozen grain to get into the standard grades. The inspection dept at Winnipeg has recently taken the ground that where the word "sound" occurs in the specification of grain it does not mean free from frozen or frosted grain. The Senate will be asked to so amend the act as to make it clear on this point. Protests were previously made against a feature of the bill which lowers the standard of No. 3 Manitoba barley in such a manner as to make it quite unacceptable to maltsters, but this clause has already been repealed and the old standard of 45 lbs. to the bu. will be allowed to remain in force.

COLORADO.

Denver, Colo.—L. C. Hine, who for six years has been ass't chief inspector with the Omaha Grain Exchange, has taken a position as chief inspector and weighmaster of the Denver Exchange.

DISTRICT OF COLUMBIA.

Washington, D. C.—Thomas Michael will build a large grain and feed warehouse.

Washington, D. C.—Charging that bucket shop methods have swindled her out of more than \$40,000, Mrs. Harriet E. Noble, wife of Brigadier-Gen. Noble, U. S. A., has appealed to the Supreme Court of the District of Columbia for a review of her case against Crane, Parris & Co., a brokerage firm of Washington, D. C. Mrs. Noble first brot suit in 1908 for an accounting, she having been a client of the firm for eight years previous, but the court dismissed the plea on the ground that there was not sufficient evidence to show cause. In her petition she alleges that Crane, Parris & Co. are not a bona fide brokerage firm but merely a bucket-shop concern.

IDAHO.

Lewiston, Ida.—All grain dealers in this state are required to procure licenses, otherwise they will be prosecuted by the State Grain Commission. All elvtrs. are

regarded as public elvtrs. and are subject to the supervision and inspection of the Commission.

ILLINOIS.

Bardolph, Ill.—Vivian Kepple has bot the elvtr. of George W. Cole.

Indianola, Ill.—Terry Bros. of Sidell have bot the elvtr. of W. A. Current.

Edinburg, Ill.—The Edinburg Farmers Grain Co. is installing a roller feed mill.

Roanoke, Ill.—Daniel Greuter has bot a half interest in the two elvtrs. of D. C. Belsley.

Marseilles, Ill.—We will remodel our elvtr. here and lower driveway.—Bruce Grain Co.

San Jose, Ill.—Philip J. Adolph has succeeded L. E. Nieukirk as mgr. of the elvtr. of Wayne Bros.

Buffalo Rock, Ill.—I will remodel my elvtr. this spring and put in a new dump.—H. J. Ruckrigel.

Tampico, Ill.—The recently organized Tampico Farmers Elvtr. Co. has bot the elvtr. of E. C. Boyer.

Byron, Ill.—G. H. Canfield of Hinkley has succeeded me as mgr. of the elvtr. of the Neola Elvtr. Co.—O. W. Ripsch.

Blackstone, Ill.—Alexander E. Dunlap of the grain firm of Dunlap & Rudy, died recently from rheumatism of the heart.

Allentown, Ill.—Wm. Russell will build a 9,000-bu. elvtr. replacing the one burned recently. He will install a car loader and electric motor.

Peoria, Ill.—J. C. Luke, resident mgr. for Ware & Leland, a grain commission firm, has applied for membership in the Board of Trade.

Cuba sta., Barrington p. o., Ill.—Charles Bunch, of Smithfield, has bot the interest of H. M. Bartlett in the grain firm of Bartlett & Waughtel.

Allerton, Ill.—The Allerton Grain Co., incorporated; capital stock, \$20,000; incorporators, Harry Allen, H. M. Steely and H. M. Steely, Jr.

Farmington, Ill.—W. I. Jackson will erect an 18,000-bu. elvtr. which will be 26x26 and 50 ft. high. The M. & St. L. Ry. will grant a switch.

Peoria, Ill.—Mr. Johnson is at present testing and examining the 29 public elvtr. scales here under the jurisdiction of the Peoria Board of Trade.

La Moille, Ill.—The La Moille Farmers Co-operative Society, incorporated; capital stock, \$6,000; incorporators, J. W. Rapp, B. F. Bash, L. A. Hetzler.

Eureka, Ill.—We failed to complete the organization of the Eureka Farmers Ass'n which considered buying the two elvtrs. of P. A. Felter.—E. A. Darst.

Bruce, Ill.—I shall take possession May 1 of the elvtr. formerly owned by S. F. Wilson and operated under a lease by J. W. Lewellen.—R. C. Parks.

Wyoming, Ill.—J. A. Klock of J. A. Klock & Co. died Apr. 2. Mr. Klock was a veteran grain dealer of Illinois and a member of the Peoria Board of Trade.

Morris, Ill.—We will build a concrete elvtr. on the new electric road between Yorkville and Morris.—J. A. Heneboy, mgr. Farmers Square Deal Grn. Co.

Dwight, Ill.—The Farmers Elvtr. Co., incorporated; capital stock, \$15,000; incorporators, Martin Hoffman, George J. Steichen and John Schrotberger.

Virginia, Ill.—The Hofstetter-Carles Lbr. & Grain Co., incorporated; capital stock, \$10,000; incorporators, W. C. Hofstetter, Mary Hofstetter and A. B. Carles.

Avon, Ill.—G. H. Yooman and John McGarraugh have bot the elvtr. formerly owned by Geo. S. Dole of Chicago and at present leased by O. E. Williams & Co.

Ottawa, Ill.—The Wallace Grain Co. has let contract to the Burrell Eng. & Constr. Co. for the installation of automatic scales, Hall Distributors and repair materials.

Itising sta., Champaign, p. o., Ill.—William Murray will build a grain office.

Flagg Center sta., Rochelle p. o., Ill.—The Farmers Elvtr. Co. has bot an acre of ground and intends to build a house, which will be occupied by Mr. Fairbanks.

Joy Prairie sta., Concord p. o., Ill.—The Joy Prairie Farmers Elvtr. Co., incorporated; capital stock, \$7,000; incorporators, John Hadden, F. J. Blackburn, A. E. Williamson.

Prophetstown, Ill.—Ross Overly and Ralph Allen have bot the elvtr. of W. H. Shaw. The new proprietors will increase the capacity of the plant and add a lumber yard.

Sandwich, Ill.—The recently incorporated Farmers Elvtr. Co. has elected the following officers: W. J. Griswold, pres.; Chas. E. Rohrer, vice-pres.; F. Severy, sec'y and J. H. Latham, treas.

Hinckley, Ill.—The Hinckley Grain Co. will have its elvtr. repaired by the Decatur Constr. Co. Two stands of elvtrs. will be torn out and replaced and tanks for dump sinks will be installed.

Lisbon, Ill.—The Farmers Cooperative Elvtr. Co. of Lisbon will build an elvtr. on the new electric road between Yorkville and Morris.—J. A. Heneboy, mgr. Farmers Square Deal Grn. Co. of Morris.

Pesotum, Ill.—J. E. Davis, formerly in the grain business at this point, has succeeded Wm. Kleiss in the firm of Kleiss & Gilles, which will hereafter be known as Davis & Gilles.—Kleiss & Gilles.

Cairo, Ill.—An advance of one cent per hundred on grain is the substance of a pleasing notification sent by the railroads to the shippers. Protests will probably be made before the Interstate Commerce Commission.

Decatur, Ill.—Howard & Chapman, wholesale dealers in grain, feed, hay and flour, will build a \$12,000 elvtr., which will be modern in every particular. They will conduct a public hay market on the vacant ground adjoining their place of business.

New members of the Illinois Grain Dealers Ass'n received during the month of March are: Ike Livingston Grain Co., Bloomington; Jackson & Shehan, Dunlap; Vennum & Co., Fisher; P. W. Poorman, Humboldt; Lexington Grain Co., Lexington.

Haldane, Ill.—The Haldane Farmers Elvtr. Co. will build an 18,000-bu. elvtr. on the Ill. Cent. Ry. The officers are pres., R. R. Hedrick; vice-pres., W. W. Pollock; treas., Wm. Plum; sec'y, H. H. Newcomer. Alex Hedrick will be mgr.—H. H. Newcomer.

El Paso, Ill.—The El Paso Elvtr. Co. has increased its capital from \$16,000 to \$25,000 and will either purchase or erect elvtrs. at Kappa and Panola. The proceeds of a recent stock issue, added to a portion of the surplus now on hand, will be used in acquiring the new property.

New Holland, Ill.—John Leemer, of San Jose, bot the elvtr. and accessories of the New Holland Grain Co. at a sheriff's sale Mar. 30 for \$6,004. The property consisted of elvtr., cribs, 40 h.p. boiler, 25 h.p. engine, shipping bins, dumps, scales, office furniture and fixtures and over 29,000 bu. of grain.

Peoria, Ill.—Closer relations between grain men and weighers are being sought. The grain com'te o. the local board met nine deputy weighmasters recently. General problems were discussed and there is little doubt but that this meeting, as well as the ones which will be held in the future, are bound to produce some good results.

Women of Illinois interested in the good roads movement organized Apr. 3 in a meeting held at Chicago for the purpose of promoting a more general interest in good roads among the women of the state. The organization will supplement the work of the Illinois State Roads Ass'n and the National Good Roads Ass'n. Pres. Frank M. Bunch of the Chicago Board of Trade delivered an address on the subject of "Good Roads."

Peoria, Ill.—The stockholders of the Central City Elvtr. Co. met April 2 and elected the following directors: Chas. H. Hall, James M. Morse, H. I. Battles, Geo. H. Hall and A. G. Tyng. At a meeting of the directors held later the following officers were chosen for the ensuing year: Pres., A. G. Tyng; sec'y and treas., Chas. H. Hall.

Urbana, Ill.—Arrangements are being made for a conference between the Western Freight Ass'n agents and directors of Illinois Grain Dealers Ass'n for a general discussion on matters pertaining to "Loss in Transit" claims embracing natural shrinkage, scale variation and cooping of cars to be held in Chicago within the next 30 days.

Taylorville, Ill.—John A. Twist, of the elvtr. firm of Twist Bros., returned recently from Baltimore, Md., where he has been for the past month trying to dispose of 90 carloads of corn which Dr. Wiley said was unfit for use. Twist Bros. stood to lose between \$30,000 and \$50,000, but after some trouble the company got out of the scrape with profit.

Illioopolis, Ill.—Further investigation of the shortage in the accounts of the Illioopolis Farmers Elvtr. Co., which led to charges against George H. Gray, the mgr., on which he was later acquitted, is expected to implicate other members of the concern. Gray was alleged to have used the funds of the company in grain speculation but stated on the witness stand that there were others in the company who knew more about the whereabouts of the missing money than he.

Ludlow, Ill.—D. H. Claudon and W. H. Watson will build a 60,000-bu. elvtr., with warehouse and sheds, to cost \$10,000, contract to be let at once. Mr. Claudon some time ago sold to the farmers the elvtr. which he was operating at this point and which is now doing business under the name of E. D. Risser & Co. Mr. Watson is from Hopkins Park. The firm name will be Claudon & Watson. The new elvtr. will be built on private ground and will connect with the Ill. Cent. by means of a spur.—The Bank of Ludlow.

Urbana, Ill.—Letters have been sent out to dealers by Sec'y Strong of the Illinois Grain Dealers Ass'n, informing them that Clay Johnson is the official scale inspector for the Ass'n and that no other person is authorized to represent in any way the Illinois Grain Dealers Ass'n. Information has come to headquarters, says Mr. Strong, that a certain impostor has been traveling the state representing that he is the official scale inspector. Warning is given against this person and all others who make similar claims, with the exception of Mr. Johnson. The letter requests that if any person other than Clay Johnson has called, announcing himself as the official scale inspector, the grain dealer victimized will confer a favor by writing the particulars to Mr. Strong.

Peoria, Ill.—Peoria's recently established call market will be held in the exchange room at 11:15 a. m. each business day. Contrary to the custom in some markets the prices made on "Call" will not govern bids sent out by grain firms later in the day. The Call will be under the control and management of three members of the Board of Trade, appointed by the president with the approval of the directors. The trade rules of the Peoria Board of Trade will govern all transactions on Call unless otherwise provided. Delivery of grain o. t. shall be fresh official samples giving each buyer the privilege of ordering in accordance with railroad rules. Delivery from a regular warehouse shall be by official warehouse receipt. Buyers shall have at least 5 days from date of delivery without storage charges and all property tendered shall be in quantities called for in the terms of the contract. On contracts for future delivery buyers shall have the right to call sufficient margins of sellers to protect themselves in case of any material advance in the market and sellers shall have the same right to call margins of the buyers in case of any material market decline.

Farmer City, Ill.—C. F. Scholer recently purchased the interest of L. E. Seick of Bloomington in the firm of P. D. Getty & Co., and beginning Apr. 1, will have complete management of the business. The office will be removed from Bloomington to Farmer City. The firm owns and operates elvtrs. on the Ill. Cent. Ry. at Farmer City, Dewitt and Kumler sta.—P. D. Getty & Co.

Bloomington, Ill.—The directors of the Farmers Grain Dealers Ass'n of Illinois met here Mar. 28. The state was divided into seven districts and a district superintendent placed in charge of each to look after the interests of the organization. Arrangements were made with a claim agency of Chicago to handle all claims of the Ass'n against railroads. Directors present were George Drennan of Edinburg, C. J. Bear of Monticello, T. S. Preston of Mendota, John Surface of Mason City, E. M. Johnson of Pontiac, L. M. Olmstead of Saunemin, and Sec. J. A. McCreery of Mason City.

CHICAGO NOTES.

The Calumet Elvtr. Co. has decreased its capital stock from \$200,000 to \$1,000.

Charles Sincere & Co. will move Apr. 20 to new quarters in the Insurance Exchange Bldg.

CHICAGO CALLER: H. H. Palmer, Hillsdale, Ill., John O. Foering, chief Grain Inspector, Philadelphia, Pa.

George Le Beau, formerly in the weighing dep't of the Board of Trade, has taken a position with the Western Elvtr. Co.

Charles Sincere & Co., Harris, Winthrop & Co. and Charles C. Adsit of Chicago are having new blackboards made for daily quotations by Eugene M. Bornhoff.

Harry C. Rew, a member of the old firm Irwin, Green & Co., who died Feb. 13, in Italy, was buried here Apr. 5, his body having been cremated and brot to this country.

William T. Card will retire from the firm of Walter Fitch & Co. on May 1. On that day, also, the firm will take offices on the sixth floor of the Insurance Exchange Bldg.

Five alleged members of the gang of yeggmen who blew up the safe of the Williams Grain Co. on the morning of Mar. 18 have been caught here and in Portsmouth, O.

James A. Patten has donated \$1,000 to the Chicago-China Relief Com'te. Officers of the Com'te estimate that this single contribution will result in the saving of 300 lives in the famine-stricken Orient.

Sidmond McHie, pres. of the Capital Investment Co., an alleged bucket shop concern raided by the federal officers last year, will be placed on trial May 13, charged with conducting a business designed to defraud.

Raymond, Pynchon & Co., of New York and London, stock brokers prominent in the grain trade of Chicago many years ago, will again open offices in this city on the ground floor of the new Insurance Exchange Bldg.

Edwin J. Noble, ex-chief grain inspector of Illinois and well known on the Chicago Board of Trade for more than twenty years, has entered the political arena to become a candidate for Congress in the Third Congressional District.

Henry W. Rogers, member and ex-pres. of the Board of Trade, who was 80 years old Mar. 27, was deluged with flowers and many other tokens of esteem from his business acquaintances. The directors of the Board sent congratulations and best wishes in a beautiful letter written by Sec'y George F. Stone.

W. W. Tracy, R. D. Covington and F. W. Parker, of the former firm of Tracy & Co., which went out of business some time ago, have been re-instated by the directors as members of the Board of Trade for the purpose of allowing them to sell their certificates to liquidate outstanding obligations as far as possible. The memberships were sold at \$2,250 net to the buyers.

John P. Reynolds, chief grain inspector of Illinois from 1877 to 1881, died Mar. 27 at the age of 91. He was the oldest living alumnus of Miami University and held many high offices during his life. He was director-in-chief of the World's Columbian Exposition Commission during 1891-93.

New members recently admitted to membership in the Board of Trade are James K. Riordan and James M. Creighton. Application for membership in the Chicago Board of Trade has been made by Chester E. Clapp, John Hamilton Young and Carl B. Mueller. The following Board of Trade memberships have been posted for transfer: William Borner, William Bellinghausen, Lee W. Partridge, Edwin N. Cook and the estates of Ernst Thompson and Herman Mueller.

The Board of Trade has amended its rules as follows: "Provided, however, that on the last business day of any month, a party having grain bought in 1,000-bu. lots and sold in 5,000-bu. lots, may deliver five 1,000-bu. lots on 5,000-bu. lot contracts not later than 5 minutes after having received the last 1,000-bu. lot, by attaching the 5 notices firmly to each other and making the usual endorsement upon the last notice as hereinbefore provided." Grain men believe that this new ruling will put an end to the old trouble which has always been incident to trading in and delivering wheat in 1,000-bu. lots at the end of the month.

The hay market continues strong owing to the continued heavy demand from interior points throughout this state, and also from states east and south. Indications are for much lighter receipts in this market owing to the breaking up of country roads. There will not be much of a run of hay to this market until the rush of spring work is over. Holders of hay who are in a position to load should get some hay in on the market. The prairie hay market is exceptionally strong, and this class of hay is selling at record prices of the year. Holders of wild hay should get some in here, as prices now should be very attractive. Prices of prairie hay have advanced three or four dollars a ton in the last week or so, owing to the scarcity.—W. R. Mumford & Co.

The following resolution has been adopted by the directors of the Board of Trade: "Resolved, That the last paragraph of section 1 of rule 23 will be construed to mean that in every case of a default in delivery, where either party to the trade has the property both bought and sold, the trade, as respects both parties thereto, will be adjusted on the basis of a counter trade made between the parties at the true commercial value of the commodity as established by a committee under this section, plus the penalty or percentage provided in this section, and the moneys resulting from such adjustment will be applied so as to give to such person so having bought and sold, if such trades have resulted in a profit to him, or to take from such person, if his said trades have resulted in a loss, the difference between the prices at which he has so bought and sold."

Fire in the wheat cleaning Dep't of the B. A. Eckhart Mlg. Co. on the afternoon of Mar. 26 caused the death of one man, the injury of another and a loss of \$50,000. The flames originated from a hot box igniting waste. The man killed was John Hydock, a mill hand. He was trapped in the room where the fire started and in endeavoring to grope his way out caught his hand in a moving belt. The machinery was stopped a moment later, but the man could not release himself and was roasted to death. Considerable grain, machinery and other apparatus were ruined. J. F. Crowell, a mill hand, who discovered the fire, is given credit for saving one-half of the four-story building. He pushed his way through smoke and slammed a heavy fireproof door, cutting off the milling division from the portion where the fire raged. A fireproof wall furnished the other protection and the firemen were able to confine the fire to the northern half of the plant. The loss is fully covered by insurance.

Many commission men are advocating the trading in 1,000-bu. lots in corn and oats. They give as their reason for boosting the movement that Chicago is the corn and oats market of the world. Grain receivers doing a country business would be greatly benefited, they say, by being able to hedge 2,000 or 3,000 bus. as necessity requires instead of taking extra risks in either carrying their cash grain without hedges or selling in 5,000-bu. lots, which at all times is dangerous for the small operator. "All the machinery is here for the handling of the business, and why not encourage it?" said a receiver. "It can be done at a profit of 1/4c a bu. commission. People will speculate in corn and oats because the West knows all about these grains and they are a domestic proposition."

Worry over losses in grain speculation caused the suicide of Herbert D. Roos, 33 years old, who was found dead in his room on the morning of Apr. 1 as a result of drinking a bottle of cyanide of potassium. Roos had one of the most sensational careers in the history of the Board of Trade. He came to Chicago from Natchez, Miss., when only 13 years old. He rose rapidly, holding a number of responsible positions with big grain firms and about three years ago purchased a membership himself and formed the firm of Roos & Co. He showed reckless daring in all his speculations and for a time everything he touched turned to gold. Reverses followed, however, and after winning and losing several fortunes he was at last suspended from the Board under the debtor's rule. He then became asst. mgr. for Miller & Co., but he voluntarily quit his position and went to work as a solicitor for Clement, Curtis & Co., where he was employed at the time of his death.

A. J. Lichtstern has requested the Com'te on Violation of Rules to hold a meeting to fix upon a place for the purchase and sale of grain "to go to store," or that the directors of the Board of Trade designate such a place in the Exchange Hall. Mr. Lichtstern alleges that Rule XXI of the Board, gives the Directors power to require all grain sold "to go to store" to be offered in the open market. It has been charged that the spirit of the law and the intent of the rules of the Board are evaded by elevator proprietors by making pretended, or "colorable" sales of grain "to go to store." That the grain thus sold still continues under the control of the seller. The law prohibits the ownership by the proprietors of public warehouses of grain stored therein which is mixed with the grain of the public. Mr. Lichtstern declares that such an open market will prevent the making of pretended or colorable "sales" of contract grain to go to store, and will prevent the accumulation by one interest of large quantities of contract grain sold "to go to store," but not actually delivered, the actual delivery or non-delivery of which will depend upon the subsequent price of cash grain with reference to the future which was taken in exchange or upon the fluctuation of that future which was taken in exchange with reference to some other future. It is suggested by Mr. Lichtstern that all receipts for grain thus purchased could be made out to the sec'y of the Board as trustee and endorsed and delivered by him to purchaser when payment is made. Thus the buyer of contracts will have some voice in selecting who shall be the custodian of the grain he intends to carry. As requested the com'te on rules met Apr. 3, and with several directors and invited members discussed informally Mr. Lichtstern's suggestions and adjourned to meet again next day. They will report to the directors.

INDIANA.

Upland, Ind.—W. W. Pearson has succeeded G. W. Steele & Co.

Plainville, Ind.—The Plainville Mlg. Co. has succeeded J. D. Myers.

Mitchell, Ind.—H. O. Graves has erected a small mill.—H. H. Crawford.

Marion, Ind.—The O. M. Thomas Mlg. Co. has succeeded the Burge-Thomas Mlg. Co.

Argos, Ind.—I have bot the elvtr. of Isaac Reed & Sons.—W. A. Meloy, of Metamora.

Oxford, Ind.—The Oxford Grain Elvtr. Co. has been incorporated and will build an elvtr.—F.

Dunkirk, Ind.—The W. L. Skinner Grain Co. has succeeded Teegarden & Skinner in the grain business here.

Coxville sta., Rosedale p. o., Ind.—J. M. Snow is conducting a grain business with an elvtr. on the C. & E. I. Ry.

Millgrove, Ind.—The W. L. Skinner Grain Co. has succeeded Teegarden & Skinner in the grain business at this point.

Delphi, Ind.—Donlin & Ryan, whose elvtr. was wrecked Oct. 7, 1911, by a derailed Wabash freight train, are out of business.

Baldwin, Ind.—Our company will be in operation about Apr. 10.—C. M. Mumma, secy.-treas. Baldwin Grain Produce & Supply Co.

Raub, Ind.—Jordan & Baird have taken possession of the elvtr. bot last fall by Forest Evans, of Kirkpatrick, from the Raub Grain Co.

Clinton, Ind.—The Clinton Mlg. Co. has succeeded the Canine Bros. Mlg. Co. and will conduct a general milling and grain business.—W. W. Canine.

Stockwell, Ind.—The Farmers Co-operative Co. has purchased the elvtr. of Morrison & Finch for \$20,000 and will take possession in a few days.

Montezuma, Ind.—The Montezuma Elvtr. Co., incorporated; capital stock, \$15,000; incorporators, F. K. Thayer, W. P. Montgomery and George Mathas.

Plainville, Ind.—We will install scales purchased from Fairbanks, Morse & Co., and will raise and improve the office building and sheds of our elvtr.—The Lemon Mlg. Co.

Terhune, Ind.—I have purchased the elvtr. of Chas. Ashpaugh, of Frankfort, Ind., and will conduct the business under the name of the McCordle Grain Co.—J. W. McCordle, of Indianapolis.

Schneider, Ind.—The Chicago & Indiana Southern R. R. will build a 250,000-bu. concrete elvtr. here. The Witherspoon-Englar Co. has prepared the plans. The contract for construction has not yet been placed.

Raber, Ind.—Oscar Crowell, whose elvtr. at Columbia City burned Mar. 18, has bot the elvtr. of Ernest D. Williamson for \$7,500 and will place an experienced man in charge within 30 days. He will also erect a new elvtr. here as soon as the weather will permit.

Bad roads, the worst experienced in years, have been responsible for the light receipts of grain at the elvtrs. thruout the state. Local millers have found it difficult to get either wheat or corn because of bad roads. In some instances the farmers are holding for higher prices.

A request that all wagon scales at grain buying establishments be inspected before the annual delivery of wheat begins has been sent to H. E. Barnard, state commissioner of weights and measures by the farmers of Washington County. The request, which will be granted, is based on the wide variance which has been found in the scales of the county.

Milford, Ind.—A thru freight on the Big Four jumped the track on the night of Apr. 9 and demolished the mill and elvtr. of George R. Ogden. The depot opposite was also reduced to splinters, one section of the train heading into the elvtr. and the other into the station. One man, who was riding in a car of tile on the freight, was severely crushed and will probably die. One entire side of the elvtr. was torn out by the impact of the cars, most of which were oil cars. These burst and the vicinity of the wreck was flooded with oil, making it necessary for the wrecking crews to guard carefully against fire.

Converse, Ind.—In a decision given Mar. 23 in the Miami Circuit Court, Houck & Knox, grain dealers, were upheld in the drawing of \$2,000 from the State Bank of Converse on a check endorsed by them and written by John Johnson, a banker of Logansport, who failed in the unreasonable interval while the check was reaching that city for collection. The Converse bank, on learning that the check was worthless thru Johnson's failure, sued Houck & Knox on their endorsement, but the court held that Johnson was good for the amount at the time the check was cashed and that collection would have been possible if the Converse bank had not delayed an unreasonable time in sending the check to Logansport. The case will be appealed.

New members of the Indiana Grain Dealers Ass'n who have joined since June 15, 1911, are as follows: Bowers-Niblick Grain Co., Decatur; D. L. Brookie, Hdq. Frankfort; Crabb & Fitton, New Harmony; D. J. Cope, Lewisville; Cohee & Co., Clifton, Boyleston; Eberts & Bro., North Vernon; Farmers United Co-operative Ele. & Live Stock Assn., Wheatland; Favorite Grain Co., Karklin; Fortville Mlg. Co., Fortville; Garrison Grain Co., North Grove; John Holliday & Son, Greentown; C. W. Hinkle & Co., Rushville; Hirsch Bros. Grain Co., Frankfort; The Jay Grain Co., Hdq. St. Mary's, O.; Jordan & Evans, Raub; Kirkpatrick Grain Co., Kirkpatrick; Lochbridge & Ashby, Roachdale; Love Bros., Leroy; McKinney & Smithson, Hazelrigg; Morgan & Stafford, Marco; Milner & Grube, Plymouth; Merritt & English, Rosston; C. E. Nichols Co., Lowell; Philipps & Ross Grain Co., Rosedale; Pears-East Grain Co., New Carlisle; John J. Puttman, New Point; Sedalia Ele. Co., Sedalia; Shire Bros., Westville; T. O. Stanley, Lyons Station; Smith & Foreman, Hillisburg; Geo. O. Stembel, Wheatfield; Tynner Grain Co., Westport; Union Grain & Coal Co., Anderson; C. W. Vernon, Anderson; Worthington Grain Co., Worthington; Walker & Chambers, Wheatland.

INDIANAPOLIS LETTER.

Indianapolis, Ind.—The Merchants Hay & Grain Co. has taken offices in the Board of Trade Bldg. The company recently incorporated for \$10,000 and will build a warehouse.

Indianapolis, Ind.—No appropriation is available for the establishment of a grain standardization bureau in this city, according to word received by Senator John W. Kern from Washington, D. C. The cause seems lost, as no provision has been made for such a bureau in the government estimates for the next fiscal year.

Indianapolis, Ind.—The date of our mid-summer meeting, which was fixed for the 13th and 14th has been changed to June 14 and 15, it being our purpose to complete our session by noon of the 15th, thus allowing one day to intervene between the last day of the meeting of the Illinois Grain Dealers Ass'n and the opening of our session here.—Chas. B. Riley, Sec'y Indiana Grain Dealers Ass'n.

Indianapolis, Ind.—While stripping the roofing from box cars in order to get fuel for use at home, three boys, all aged 16, were tempted by the corn and wheat which they found underneath and ended by re-organizing the nature of the expedition to the extent that they got away with a quantity of the grain in burlap sacks, also stolen. The cars were found to be short in weight and the arrest of the three youthful bandits followed. In police court the charges of petit larceny were continued indefinitely, pending good future behavior on the part of the culprits.

IOWA.

Quasqueton, Ia.—Charles Sauer will build an elvtr.

Carneyville, Ia.—The Farmers Elvtr. Co. will build an elvtr.

Devon, Ia.—I am going out of the grain business.—J. M. Condon.

Beaman, Ia.—The Farmers Elvtr. Co. will build a 30,000-bu. elvtr.

Logan, Ia.—The Seasbury Bros. and C. N. Carson will erect an elvtr.

Mapleton, Ia.—Jack Kelly is now mgr. of the elvtr. of the Neola Elvtr. Co.

Sherman, Ia.—The Diamond Grain Co. has succeeded the Western Elvtr. Co.

Gray, Ia.—The Updike Grain Co. has succeeded the Updike Lbr. & Coal Co.

Malcom, Ia.—The recently incorporated Farmers Elvtr. Co. will build an elvtr.

Hinton, Ia.—The Farmers Elvtr. Co. has been organized with a capital of \$5,000.

Stillson, Ia.—The Western Elvtr. Co. has succeeded the Iowa-Minnesota Cereal Co.

West Branch, Ia.—Emery Thomas has bot the grain business of Gruwell & Reed.

Charles City, Ia.—Farmers have organized a Farmers Elvtr. Co. Ed. Ossier is pres.

Williams, Ia.—The Williams Farmers Elvtr. Co. has organized and will build an elvtr.

Lenox, Ia.—S. E. Wainwright is erecting an elvtr. on the site where his other one burned.

Paullina, Ia.—I will overhaul my elvtr. and build an elevated storage for coal.—A. Williamson.

Mortons Mills sta., Villisca, p. o., Ia.—I have a new elvtr. on the A. N. & S.—E. E. Lehnen.

Remsen, Ia.—George Schroeder and Harry Komeier have bot the elvtr. of the J. P. Brucher Co.

Diagonal, Ia.—I have bot the elvtr. of Mr. Hartman at Clearfield and will move it here.—A. Bailly.

Brainard, Ia.—We handle live stock only.—C. M. Croft, mgr. Brainard Farmers Co-operative Co.

Stockport, Ia.—I am now mgr. of the elvtr. of Yost & Morley, of Liberty at this point.—J. W. Brown.

Spaulding, Ia.—Hugh Stevens has bot an interest in the grain business of Gault Bros. and will take charge.

Boxholm, Ia.—The Farmers Elvtr. Co. is adding a warehouse to its elvtr. for the storage of grain and the handling of feed.

Marcus, Ia.—The Farmers Elvtr. Co., incorporated; capital stock, \$5,000; incorporators, M. McKeever, E. A. Simons and J. B. Carey.

Gifford, Ia.—H. A. Schmitt now owns and operates the elvtr. of Fuller & Co. and W. H. Brown is no longer with us.—Lord Grain Co.

Melvin, Ia.—The Farmers Elvtr. Co., incorporated; capital stock, \$20,000; incorporators, F. W. Year, Will Graves and Fred Bauman.

Cherokee, Ia.—We did not buy the elvtrs. of Elmo Archer, as reported. They are to be torn down and the grain business abandoned.—F. I. Gardner & Co.

Remsen, Ia.—I have accepted a position as mgr. of the Farmers Co-operative Co., succeeding G. Schraeder. My successor with the Western Elvtr. Co. at Oyens is Delbert Cramer.—T. Krahler.

Lorah, Ia.—Emil Rothschild, pres. of the Rothschild-McCaustland Co., is in Germany for a two months visit with relatives. This is his first vacation in twelve years.—C. W. McCaustland.

Rockwell City, Ia.—The Rockwell City Elvtr. Co. will enlarge its elvtr., install an electric motor, build a new office and employ a book-keeper. J. H. Lawrence is the efficient mgr. of this very successful business.

Exira, Ia.—The Rothschild-McCaustland Co., of Lorah, Ia., has bot the plant of the Davenport Elvtr. Co. The company's plan is to tear down the two elvtrs. here at present and erect an up-to-date elvtr. with a capacity of 20,000 bus.

Des Moines, Ia.—The date for the annual meeting of the Western Grain Dealers Ass'n has been changed to Saturday, Apr. 13. It will be held at the Savery Hotel in this city as announced in the program published elsewhere in this number of the Journal.

Olds, Ia.—The Farmers Elvtr. Co., incorporated; capital stock \$30,000; pres. L. W. Canby of Olds; sec'y, Walford Lindeen, of Swedesburg. The company has bot the elvtr., scale house, cribs and coal bins of Stephenson Bros. and will open business about June 1.

Sioux City, Ia.—The Flanley Grain Co. has been organized by Charles C. Flanley and will continue the business formerly done by the Interstate Grain Co. which has retired. No affiliation exists between the old and the new companies other than that Mr. Flanley has been mgr. of the former for the past four years.

Moorland, Ia.—The elvtr. of T. J. Allen burned on the morning of Mar. 26 with a loss of \$14,000, which included 7,000 bus. of grain. Insurance, \$7,000. The fire started from a locomotive spark and as there is no fire fighting apparatus in the town the building was soon a complete loss. Mr. Allen will rebuild.

Hillsboro, Ia.—I am now mgr. at this point and also at McVeigh for Yost & Morley, of Libertyville, that firm having bot the elvtr. and grain business here and at McVeigh from Pitt Plummer. I am no longer mgr. for the Libertyville Elvtr. Co. of Libertyville, Ia., as that firm has gone out of business.—J. W. Peebler.

Sherwood, Ia.—E. E. Swartz, of Welisburg, has bot the elvtr. and coal business of the Western Elvtr. Co. and will take possession Apr. 1. In connection with the grain and coal business Mr. Swartz will handle live stock. Mr. Swartz was the first agent the Ill. Cent. had at this point and by him the station was named Sherwood.

KANSAS.

Stockton, Kan.—Frank Montgomery will build an elvtr.

Rock, Kan.—We are going to erect an elvtr.—Conklin Grain Co.

Bentley, Kan.—A. E. Barkmeyer has installed a feed mill in his elvtr.—S.

Partridge, Kan.—Joe Clark, of Greensburg, has bot the elvtr. of Paul Gano.

Hutchinson, Kan.—The Liberal Elvtr. Co. will erect some elvtrs. along the R. I. Ry.

Bison, Kan.—The Humburg Lbr. Co. will build an elvtr.

Scottsville, Kan.—Frank McCauley will build an elvtr.

Rock, Kan.—The Hayes & Barner Grain Co., of Winfield, will build a 10,000-bu. elvtr.

Zenda, Kan.—The Millers Grain Co., of Hutchinson, has bot the elvtr. of E. E. Baird.

Clearwater, Kan.—The Morrison Grain Co., of Kansas City, will build an up-to-date elvtr.

Courtland, Kan.—A. D. Pennock & Son, of Aurora, have bot the elvtr. of the Kansas Grain Co.

Damar, Kan.—The Hoffman Elvtr. Co. will install a new engine.—L. R. Coraill, agt. U. P. R. R.

Little River, Kan.—W. H. Burke has just completed a modern office situated 30 ft. west of his elvtr.—S.

Lewis, Kan.—The Kansas Grain Co. will remodel, install new machinery and increase the capacity of its elvtr.

Scott, Kan.—L. W. Cretcher has succeeded to the elvtr. business formerly conducted by the Scott City Grain Co.—S.

Potwin, Kan.—I erected a 12,000-bu. elvtr. here last fall, which is the only elvtr. at this point up to date.—C. T. Laird.

Wilmore, Kan.—The Tabb Grain Co., of Hutchinson, will build a modern elvtr. on the site bot of W. T. Shute, work to start at once.

Topeka, Kan.—The Grain Dealers Nat'l Fire Ins. Co. of Indianapolis, Ind., has been admitted to the state of Kansas, and is now authorized to do business here. It is the first mutual company admitted to the state.

Kiowa, Kan.—The J. H. Nichols Grain & Feed Co. has organized and applied for a charter.

Concordia, Kan.—The contract for the erection of a mill and elvtr. for the Concordia Mlg. Co. has been let to O. J. Lehrack.

Hutchinson, Kan.—The Rock Mlg. & Elvtr. Co. will erect some large coal sheds along the Santa Fe Ry. in order to supply its increasing list of customers in the coal line.

St. John, Kan.—George W. Culbreath has bot of W. C. Blount a four-fifths interest in the elvtr. of the St. John Elvtr. Co. and will take charge Apr. 10.—E. H. Durham.

Abbyville, Kan.—The Tabb Grain Co., of Hutchinson, will increase the storage and add new machinery and make other improvements in the elvtr. recently bot of W. T. Shute.

Kansas City, Kan.—William Watson, the first state grain inspector of Kansas, died at his home here Apr. 3, of pneumonia, at the age of 66. He had much to do with the organization of the dep't.

Wichita, Kan.—The hearing of the two petitions of the Wichita Board of Trade in the matter of proportional rates at Wichita, and a reduction in rates from Union Pacific points in Kansas to Texas group points will be heard by the Interstate Commerce Commission Apr. 11.

Topeka, Kan.—A lecture train devoted to the cause of good roads left Topeka Mar. 18 over the Santa Fe line bound for points in northeastern, southwestern and central Kansas. The train was run under the auspices of the Kansas State Agricultural College and contained a number of speakers from that institution and also a sprinkling of railroad officials.

New members of the Kansas Grain Dealers Ass'n, who have been admitted since Jan. 1, are: Kreeck Grain & Provision Co., Lawrence, Kan.; H. E. Pratt, Perth, Kan.; Force Elvtr. Co., Wheaton, Kan.; Winifred Grain Co., Winifred, Kan.; Wallace & Lindsay, Hoyt, Kan.; Norway Elvtr. Co., Norway, Kan.; Asherville Grain Co., Asherville, Kan.; Simpson Grain Co., Simpson, Kan.; Noble Grain Co., Noble, Kan.; Farmers Grain & Mercantile Co., Penasosa, Kan.; P. S. Heacock & Son, Falls City, Neb.—E. J. Smiley, sec'y-treas. Kansas Grain Dealers Ass'n.

Topeka, Kan.—Owners of elvtr. property and stock are complaining that they are not receiving correct assessments of their properties under the new tax law. The law states that the average amount of grain for the months on hand be taken. There is only one way to arrive exactly at such an average and that is to compute to the end of the month the days of each particular purchase and then to deduct from the aggregate the total number of days of sales computed likewise from each date of sale to the end of the month. The difference, divided by the number of days in the month, will give the average for the month, which should again be divided by the number of months through which the business is conducted.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Topeka, Kan.—The Kansas Grain Dealers Ass'n, thru its sec'y-treas., E. J. Smiley, has announced the assessment of \$5 on each member to defray expenses incurred in the suit brot by the Kansas Grain Inspection Dep't to compel state inspection of grain at Kansas City, Kan. From the present outlook it is probable that over \$10,000 will be returned to shippers and that in the future the shipper will not have to pay inspection fees if he wishes to sell his grain by sample or otherwise. The testimony in the case brot out that the Kansas legislature has attempted to compel shippers to pay a higher fee for inspection and weighing of grain than any other state in the Union. The testimony further showed that a charge for reinspection has often been made when the deputy inspector erred in the first inspection and made clear the fact that many deputy inspectors are incompetent.

Wichita, Kan.—H. C. Thompson has sold one of his memberships in the Board of Trade to J. B. Hupp of the Kansas Flour Mills Merger.—James H. Sherman, sec'y of the Wichita Board of Trade.

Topeka, Kan.—Post cards asking opinions as to the feasibility of scale inspection maintenance have been sent out to members of the Kansas Grain Dealers Ass'n by Sec'y-Treas. E. J. Smiley.

Topeka, Kan.—I have organized the Topeka Grain & Elvtr. Co. with M. W. Cardwell as pres. and mgr., R. D. Wallace, formerly with the Salina Produce Co., as sec'y and carlot man and Chas. Montgomery as treas. The new firm has a capital stock of \$25,000 and went into operation Apr. 1.—M. W. Cardwell.

Topeka, Kan.—Scale testing is for the purpose of keeping scales up to the highest possible standard of accuracy and should not be conducted for pecuniary profit. Our plan is to start a man on a certain line of railroad, making each town as he comes to it and inspecting all the scales for which he has orders. He will place a tag or certificate on each scale showing by whom and when inspected and will also instruct the owner how to care for the scales. In order to make this dept self-supporting it is necessary that we have the support of all elvtr. owners and operators to cover the cost of such inspection. A charge will be made as follows: Testing single wagon scale, \$3.50 each; two or more wagon scales for same owner, \$3.00 each; testing hopper or automatic scales, single scale, \$3.50 each; two or more scales for same owner, \$3.00 each; testing track scale, \$5.00; extra time making adjustments and repairs \$.75 per hour; drayage charged to owner of the scale.—E. J. Smiley, sec'y-treas. Kansas Grain Dealers Ass'n.

KENTUCKY.

Sturgis, Ky.—Wallace & Wynns, grain dealers, will build a mill of 25 bbls. daily capacity.

Hickman, Ky.—During the recent flood at this point the elvtr. was turned into an apartment house for the homeless sufferers of the lower lands.

Louisville, Ky.—The Kentucky Public Elvtr. Co.'s new reinforced concrete elvtr. is now complete and in it is one of the largest Hess Driers in the world. Full particulars regarding this drying plant are given by the Hess Co. in this number.

LOUISIANA.

New Orleans, La.—The Louisiana State Rice Mlg. Co. has practically completed arrangements for the purchase of the mills and property of the National Rice Mlg. Co., involving approximately \$100,000. Only the formal action of the directors is necessary to complete the deal which will give the Louisiana Rice State Mlg. Co., organized last October, sole ownership of 31 rice mills.

New Orleans, La.—Exports of grain in March included 60,379 bus. of wheat, 294,712 of corn and 926 bus. of oats; compared with 1,663 bus. of wheat, 1,060,766 of corn and no oats exported in March, 1911. In the seven months prior to April 1, exports aggregated 377,252 bus. of wheat, 3,195,490 of corn and 28,033 bus. of oats; compared with 87,306 bus. of wheat, 5,326,783 bus. of corn and no oats in the corresponding period of the previous year.—W. L. Richardson, chief grain inspector Board of Trade.

MARYLAND.

BALTIMORE LETTER.

N. J. Elliott has been admitted to membership in the Chamber of Commerce.—James B. Hessong, sec'y.

Choice of sample tables on the floor of the Chamber of Commerce was sold at auction Apr. 1. This is an annual event and there is always spirited bidding among the grain firms to secure favorite positions.

Receipts of grain at Baltimore during March included 128,661 bus. of wheat, 984,689 of corn, 270,909 of oats, 1,247 of barley and 52,167 bus. of rye; compared with 241,596 bus. of wheat, 1,962,325 of corn, 220,175 of oats, no barley and 34,411 bus. of rye received in March, 1911. Shipments for the month included 111,481 bus. of wheat, 2,327,354 of corn and 604 of oats; compared with 171,928 bus. of wheat, 2,711,891 of corn, and 400 of oats, shipped during March, 1911.—James B. Hessong, sec'y Chamber of Commerce.

Walter and Emory Kirwan of the bankrupt Kirwan Bros. Grain Co. were indicted by the grand jury, Mar. 25, on charges of conspiracy in connection with the failure of the firm last Nov. Earlier in the day Harry C. Hindes, treas. and financial man of the firm, pleaded guilty to charges of securing money by false pretenses, before Judge Elliott in the Criminal Court and was sentenced to three years imprisonment. At the same time the sentence of Wm. E. Marshall, bookkeeper and trusted employe of the firm, who also pleaded guilty, was suspended for the time being, when he consented to testify for the state. The indictments were issued after his appearance before the grand jury. Walter Kirwan was apprehended and bail fixed at \$25,000, while detectives are making an effort to locate his brother. He has refused to make a statement at present. The failure of the firm, due to forged Bs/L, occurred last November, rapidly following the failure of Pitt Bros. & Co.

Leading foreign shippers, city officials, representatives of railroads, commercial bodies and all the consular representatives of foreign nations in the city, numbering 11, were guests at the third annual banquet of the Foreign Commerce Ass'n held at the Hotel Rennert Mar. 20. The banquet hall was uniquely decorated, banners and pennants of every transportation company whose lines, whether rail or water, touch the city, and the flags of all nations were suspended along the walls. Among the speakers and topics discussed were: Mayor Preston, "Baltimore's Advantages as a Seaport," F. A. Meyer, pres. Chamber of Commerce, "Importance of Baltimore's Grain Trade," J. Richard Leupold, local consul for Chili, "The Importance of the Panama Canal Trade," which was followed by a short talk by J. Collin Vincent, on crop improvement, urging the passage of the Sulzer Bill. Pres. Meyer said in part: Our grain trade here has played a very important part in our exports for many years, being, of course, dependent on crops, market fluctuations and world supplies from time to time. During the early '80's, when I came into the trade, sailing vessels did nearly all the carrying. Steamer cargoes were an exception, and our regular line connections were few. A steamer carrying 70,000 bus. was looked upon as large, but lately we have loaded some with nearly 300,000 bus. each. Baltimore has always been, during the history of the grain trade, principally a corn exporting point, and our reputation in the handling of this cereal is second to no other port. As corn is more easily affected by transportation and length of passage than other grain, it is almost indispensable to have it carefully handled at the seaboard point of transshipment. This is where our experience and care for our reputation has told.

MICHIGAN.

Ionia, Mich.—Frank Toft has gone out of the grain business.

Harrison, Mich.—The Harrison Elvtr. Co., incorporated; capital stock, \$5,000.—F.

Sparta, Mich.—W. B. Stiles and sons have bot the site of the elvtr. of the Sparta Mlg. Co. which burned recently, and will build an elvtr. mill and warehouse to cost \$20,000.

Fenton, Mich.—Burdick Potter, Sr., member of Burdick Potter & Son, which has been in business for 27 years, died recently, aged 71. Mr. Potter was sec'y of the Michigan Bean Jobbers Ass'n up to the time of his last illness.—F.

Quincy, Mich.—The McKenzie Cereal, Food & Mlg. Co. contemplates the erection of an elvtr. at its plant.

Bad Axe, Mich.—Local elvtr. men say the bean crop is not all marketed and declare that farmers make a mistake in holding wet beans.—F.

Lansing, Mich.—House Bills No. 1 and 20, referring to the liability of employers for injuries or death of employes, and the formation of mutual insurance companies composed of firms, corporations, etc., who have elected to come under the liability law, were approved and signed by the governor Mar. 20, to become effective June 20. In the workmen's compensation act compensation is based on one-half average wages, but not more than \$10 nor less than \$4 weekly. The limit in case of death is 300 weeks; in case of permanent total disability, 400 weeks or \$4,000. The employer may provide to pay compensation himself, if he satisfies the industrial accident board of his financial ability to do so, or he may insure the risk in stock liability companies, in Michigan mutual companies or in a fund to be administered by the commissioner of insurance.

Detroit, Mich.—The Detroit Board of Trade has just fallen into line with progressive grain markets of the country, and has inaugurated the system of issuing a separate official weight certificate for every car of grain received at the Detroit market, giving the weight taken by a sworn weighmaster, the number of the car, initial and weight in detail and for whose account. On the reverse side of the certificate is a cut or drawing of a box car so arranged as to indicate the car condition, and if leaking, to indicate exactly in what portion of the car the leak occurred. This action was taken by the Board of Trade in response to a petition of the Illinois Grain Dealers' Ass'n asking that this car service report be inaugurated for the benefit of Illinois shippers. Inasmuch as such a certificate of weight and car condition is one of the necessary documents in the substantiation of a claim for loss under the "Agreement or Understanding, etc.," between the Illinois Grain Dealers Ass'n and the Western Freight Claim Agents Ass'n, and is certainly an evidence of the friendly feeling and interest which the Detroit Board of Trade holds for the Illinois shipper.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.

MINNESOTA.

Byron, Minn.—The Farmers Elvtr. Co. will incorporate and build an elvtr.

Warroad, Minn.—The Farmers Elvtr. Co. of Roseau will erect an elvtr. this spring.

Dalton, Minn.—The Dalton Co-op. Whse. Ass'n has bot the McMahon Lumber Yard.

Ulen, Minn.—The Farmers Elvtr. Co. will start work on a new elvtr. at an early date.

Elgin, Minn.—D. E. Earsley has bot the elvtr. of the Western Elvtr. Co., of which he was agt.

Duluth, Minn.—Franklin Paine, mgr. of the Board of Trade Clearing Ass'n, has been critically ill.

Hallock, Minn.—Olaf Johnson has been elected pres. of the recently organized Farmers Elvtr. Co.

Spring Valley, Minn.—The Farmers Co-operative Shipping Co. has been organized with Roy Bumgarner as mgr.

Nicollet, Minn.—The Farmers Exchange Co. is making extensive repairs on its elvtr., rebuilding the north wing of the building.

Milroy, Minn.—The East elvtr. of the Milroy Farmers Elvtr. Co., which was empty, burned in the night, Mar. 26; cause unknown.

Hallock, Minn.—We expect to buy one of the elvtrs. here at the annual meeting June 29.—J. A. Swenson, sec'y-treas. Farmers Elvtr. Co.

Farmington, Minn.—The Farmington Lumber & Grain Co., having recently bot a lot on the M. & St. L. tracks, will build an elvtr. at once.

Elizabeth, Minn.—Peter Maurin Co., incorporated to deal in grain and land; capital stock, \$75,000; incorporators, Peter, Marcus and Henry Maurin.

Emmons, Minn.—We have just organized a shipping ass'n but have no elvtr yet. We may buy this fall.—H. M. Henderson, sec'y Farmers Shipping Ass'n.

Erskine, Minn.—The Farmers Co-operative Elvtr. & Merc. Co., incorporated; capital stock, \$10,000; John Clementson, pres.; Marius Christianson, sec'y.

Ellsworth, Minn.—I have bot a half interest in the elvtr. of John P. Coffey and we will do business under the name of Coffey & Parden.—Geo. Parden.

Glencoe, Minn.—Adam Stadick began to buy wheat for the Glencoe Farmers Elvtr., Livestock & Produce Co. Apr. 1, having accepted a position with that company.

Kasota, Minn.—I am operating the elvtr. which formerly belonged to the Sage Bros. Grain Co., for the P. B. Mann Co. which has recently purchased it.—Edw. R. Vernon.

Breckenridge, Minn.—We have not organized our farmers elvtr. company but are working on it. It will probably be June before we get the stock all subscribed.—Bert Cole.

Tyler, Minn.—The Tyler Grain Co. has reshingled its house. The elvtr. of Birmingham Bros. has been closed all this year and the Tyler Rolling Mills have shut down for the present.—Lars Reinholdt.

Vasa, Minn.—We have neither elvtr. or R. R. thru here yet but we have a shipping ass'n and we expect a trolley line thru here soon. They will build as far as Hastings this summer.—W. B. Ofell.

Kasson, Minn.—The Farmers Grain & Stock Co. has not yet completed its plans as to building or buying a building. C. M. Beman is pres., Frank Thomson, vice-pres. and I am sec'y-treas.—J. G. Hanson.

Good seed corn is so scarce in Minnesota that Sup't A. D. Wilson of the Ex. Division of the Agri. College, is sending out a personal letter to the farmers, elvtr. men, etc., of the state, asking special care in testing seed corn.

Kennedy, Minn.—Kennedy Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, Frank Kiene, Levi E. Johnson, Victor Larson, J. E. Sundberg, O. N. Bengston, John P. Tykeson, Fred H. Mattison, Nils S. Lindgren and O. Wold.

Brownsdale, Minn.—Geo. Peterson of Hayward bot, Mar. 14, the elvtr., house and lot of M. Stephenson and will take possession May 1. The offices of the La Crosse Grain Co. will be moved to Spring Valley, as will the families of M. Stephenson and his son Henry.

Duluth, Minn.—As a result of the five weeks arrangement by which the Canadian railroads can bring Canadian grain into this port at a reduced rate, 7,000 cars of grain have already been shipped from western Canada and 4,000 more are ready for shipment, while 6,000 cars have been sent across the border.

Rochester, Minn.—Thos. Bolter and Michael Scanlon of Olmstead county have bot the elvtr. of G. W. Van Dusen & Co. This was the first elvtr. built by G. W. Van Dusen and was the nucleus of the chain of the Van Dusen elvtrs. in the Northwest. It was erected in the seventies. The new owners take possession July 1.

MINNEAPOLIS LETTER.

The contracts for a new roof for the annex of the Star Elvtr. and for increasing the grinding capacity of the Diamond Mills have been let to T. E. Ibberson.

The Northwestern Elvtr. Co. has brot five suits amounting to \$2,212.15, against the Gt. Northern Ry. alleging discrepancies to that amount between Bs/L and quantity received.

C. A. Magnuson recently represented the Chamber of Commerce before a special com'te of Congress regarding the B/L question, urging that in case shipments of grain were destroyed in transit, railroads

shud pay the price of grain prevailing on the day destined for delivery to buyer. The measure will be reported out of Com'te with the desired amendment.

Wm. S. Daggett, head of the L. H. Cella Co. was stricken suddenly in his office at noon, Apr. 2, and died at 2 a. m. Mr. Daggett was well known in grain commission circles in the Twin cities and the northwest, conducting at one time an extensive private wire system. He is survived by his wife, one son and four daughters.

The suggestion that the trading hours of the Chamber of Commerce be extended to correspond to the proposed extension of hours on the Chicago Board of Trade does not meet with the approval of the local grain trade. Pres. Marfield is of the opinion that the present hours are long enough for the transaction of the present volume of business of the Chamber and many of the prominent members of the trade agree with him.

The Chamber of Commerce voted Apr. 4 to amend its rule on the point covering track sales, which provides that where a car of grain has been delivered to elvtr. or mill on time as ordered by the buyer and is not unloaded for ten business days after delivery the buyer shall pay the seller on demand a cash advance on such grain equal to 90 per cent of its value; and also voted a series of regulations and amendments designed to safeguard shippers and commission men against theft, shortage and losses in the shipment of grain. It is planned that all elvtrs., whether public or private, and all mills use serially numbered seals bearing the name of the terminal elvtr. or mill at which same is applied.

The best outlet for the 5,000,000 bus. of grain still in the hands of the farmers of Saskatchewan and adjoining provinces is Minneapolis, according to the decision of J. A. Creerar, pres. of the Grain Growers Grain Co., Chas. A. Degnin, gen. mgr. of the Sask. Co-operative Elvtr. Co. and A. F. Mantle, deputy minister of Agri. for Sask., who formed the commission appointed to investigate and report the conditions at the grain markets at Duluth, Milwaukee, Chicago and this city. Minneapolis was considered the best outlet for a number of reasons among them being the following: It is nearest and time is essential when out of condition grain is being provided for. Minneapolis carries from Canadian points lowest freight rates. Canadian cars could be returned to Can. more quickly and surely from Minneapolis than from either of other cities. Damp wheat sold on Minneapolis market would go into immediate consumption without having to be dried, thus loss of weight due to drying and loss of time in securing returns would be avoided. Minneapolis market is already familiar with Sask. wheat, as some has been reaching it direct from Can. throughout the winter. The report was made after careful study of the conditions, especially in reference to the 1,000,000 bus. of damp wheat still to be shipped. Chicago and Milwaukee driers were not available for several weeks, having been built especially for damp corn and supplied with enough to keep them busy day and night for some time to come. The report is considered the most important of the kind ever made. After the facts as above set forth had been ascertained and the conclusion that Minneapolis offered the best prospects at the present time arrived at T. A. Creerar, on behalf of his company, made arrangements for the handling of large quantities of wheat on commission in this market. The arrangement can only become effective, however, if a satisfactory supply of cars for wheat consigned to Minneapolis can be arranged for and a Canadian government inspection at North Portal provided. These matters lie in the hands of the warehouse commissioner, C. C. Castle, and the chief grain inspector, F. E. Gibbs.

MISSOURI.

Machens, Mo.—I will improve my elvtr.—J. H. Machens.

Wayland, Mo.—N. Bowler and J. C. Hennessey are scoop shoveling here.

Bunceton, Mo.—The Farmers Elvtr. Co. has bot the elvtr. of Coleman & Rutherford, taking possession Apr. 1.—A. E. Doll.

Westboro, Mo.—Kal McKee of Blanchard has bot the elvtr. belonging to the Gregg Bros. estate, and operated by C. P. Harris.

Craig, Mo.—The Farmers Elvtr. Co. has been organized with a reported capital stock of \$10,000, by Andy Haer, Geo. Vonderschmidt, W. J. Randall, J. S. Nauman, H. B. Lawrence, E. D. Painter and Arch Sharp, to build an elvtr.

Any county desiring to improve its highways at the expense of "feed and keep" can obtain the services of 300 able-bodied convicts by applying to the warden of the penitentiary after Apr. 1. Convict labor on roads has never been tried in this state but Gov. Hadley is of the opinion that a single experiment will prove the success of the plan which has been tried with good results in the states of Colorado, Texas, Oregon and North Carolina.

KANSAS CITY LETTER.

Wm. B. Walton, father of Geo. K. Walton of Goffe & Carkener, died Mar. 25 from an attack of muscular rheumatism.

Kansas City, Mo.—The elvtr. of the Laning-Harris Coal & Grain Co. was damaged by fire, Mar. 21, to the extent of \$5,000.

C. L. Carter of St. Louis has been admitted to membership in the Board of Trade on transfer from Frank P. Chalfant.—E. D. Bigelow, sec'y.

Board of Trade members recently voted the defeat of the proposition to require Kansas City weights and grades on grain sold for shipment to terminal markets.

Grain men on the Board of Trade are in general opposed to the extension of the trading hours to 2 p. m. as advocated by the Chicago Board of Trade, many of them would prefer to cut down the present time, closing at 12:30 p. m. instead of 1:15.

Receipts of grain at Kansas City in March included 357,600 bus. of wheat, 1,411,250 of corn, 510,000 of oats, 21,000 of barley and 2,200 bus. of rye; compared with 964,800 bus. of wheat, 1,371,600 of corn, 428,400 of oats, 50,400 of barley and no rye received in March, 1911. Shipments for the month included 1,334,400 bus. of wheat, 1,577,500 of corn, 586,500 of oats, 7,000 of barley and 1,100 bus. of rye; compared with 1,290,000 bus. of wheat, 1,112,400 of corn, 345,100 of oats, 46,200 of barley and 1,100 bus. of rye shipped in March, 1911.—E. D. Bigelow, sec'y.

R. W. Arndt, new mgr. for the Bulte Mills Co., has withdrawn his recent application for membership in the Board of Trade. While mgr. of the Southwestern Eng. Co., two years ago, he was a member of the exchange but owing to commission charges on grain bot from non-members for the mill, he had some trouble with the directors and when he left his position for another in Great Bend, Kan., his membership was transferred to his successor. Being again in Kansas City he is in need of a membership but has not as yet been able to secure readmission. The Bulte Mills Co. is one of the constituents of the recently formed Kansas Flour Mills Co.

ST. LOUIS LETTER.

A baby girl recently arrived at the home of Sec'y Smith of the Merchants Exchange and congratulations are in order.

The membership of Albert Dickinson of the Albert Dickinson Co. of Chicago, in the Merchants Exchange, has been posted for transfer.

The contract for the new elvtr. of Valier & Spies Mfg. Co. has been let to the Macdonald Eng. Co. It will be the first reinforced concrete elvtr. in this city.

Wm. Wood Powell, grain dealer, died suddenly Mar. 29. Mr. Powell was a member of the Merchants Exchange for 13 years and has been in the grain business at Baltimore, Pana, Ill., and St. Louis. Burial was at Rosamond, Ill.

Rule XIII of the Merchants Exchange referring to the trading of non-members or visitors in the Exchange room has been bulletined on 'Change. The rule reads as follows: Non-residents or visitors shall not be permitted to negotiate or transact any business in the Exchange room, and all persons admitted to the Exchange room are amenable to the rules established for its government. Any member knowingly transacting business in the Exchange room with a non-member shall be liable to a fine or suspension as the board of directors may determine.

Edward E. Felkel, pres. and half owner of the Missouri Commission Co., has brot suit against John E. Hall, James W. Hall, James W. Shaw, Anna B. Mapes, Geo. H. Hall and the Missouri Com. Co. for a transfer of stock, removal of James W. Shaw and Anna B. Mapes as directors, and \$10,000 damages from John E. Hall. Felkel alleges that John E. Hall has taken unfair means to gain control of the company and is practically attempting to "freeze" him out. The transferring, retransferring and endorsing of a number of shares of stock seems to be the basis of the trouble.

The St. Louis-Gulf Steel Barge Line Co. has been established thru the assistance rendered by the Merchants Exchange. Bert H. Lang, pres. of the St. Louis Grain Club, made a personal canvass on the floor of the Exchange and obtained subscriptions amounting to \$5,000 of preferred stock in the company which will occupy offices on the second floor of the Chamber of Commerce bldg., close to the floor of the Exchange. Robt. E. Whitelaw has accepted the tender of the directors of the use of the offices free of cost. The 10 firms subscribing \$500 each were: C. H. Albers Com. Co., W. L. Green Com. Co., Hubbard & Moffitt Com. Co., Bert H. Lang, Langenberg Bros. & Co., R. J. Pendleton, Ralston Purina Co., Seele Bros. Grain Co., Standard-Tilton Mfg. Co. and Teichman Com. Co.

Receipts of grain at St. Louis in March included 68 sacks and 616,800 bus. of wheat, 132 sacks and 1,995,600 bus. of corn, 8 sacks and 1,475,600 bus. of oats, 19,200 bus. of barley and 5,500 bus. of rye; compared with 999 sacks and 1,175,900 bus. of wheat, 9,234 sacks and 1,947,600 bus. of corn, 276 sacks and 1,581,000 bus. of oats, 117,600 bus. of barley and 36 sacks and 15,400 bus. of rye received in March, 1911. Shipments for the month included 1,102,400 bus. of wheat, 16,010 sacks and 1,286,520 bus. of corn, 12,740 sacks and 966,260 bus. of oats, 8,860 bus. of rye and 63,380 bus. of barley; compared with 1,015,820 bus. of wheat, 16,310 sacks and 914,450 bus. of corn, 27,990 sacks and 1,113,330 bus. of oats, 22,000 bus. of barley and 21,390 bus. of rye shipped in March, 1911.—Eugene Smith, sec'y Merchants Exchange.

Trouble has been caused at this market by the first arrival of corn from Chicago to be delivered on the May option as soon as that month opens. The corn was brot here by the Pendleton Grain Co. and the cars were ordered to the Advance Elvtr. in East St. Louis, for unloading. This elvtr. belongs to the C. H. Albers Commission Co. and vice-pres. and mgr. Flesh was not satisfied with the grade of the corn. He claimed that the tests showed that the corn was not No. 2 or contract grade and refused to accept the corn as contract, where-upon Mr. Pendleton telegraphed to Chicago for the inspector asking him to come to East St. Louis. A deputy inspector was sent and he upon arrival, declared the corn of contract grade after testing. Mr. Flesh still maintained that his tests showed that the corn did not run to the contract standard of moisture, some of it running as high as 16.45 and again refused to accept the shipment. The case is still unsettled. Mr. Pendleton says that the corn is not in an elvtr., as it was arbitrarily kept out of the public elvtr. but he will hold it for further developments. Mr. Flesh states that he is protecting his customers from corn that is not up to contract and that he will not accept it except on written special order from the directors of the Merchants Exchange, if they compel him to take it.

N. L. Moffitt, pres. of the Merchants Exchange clearing house, announced after the pit session closed, Mar. 19, that the margin on all trades in corn thru the clearing house would be advanced from 1 cent to 2 cents a bushel. Mr. Moffitt said: It is customary to increase the margin whenever congestion arises in any option. The situation with regard to corn has reached a considerable congestion.

MONTANA.

Froid, Mont.—I have quit the grain business.—A. L. Tennis, formerly agt. at Edmore, N. D.

Straw, Mont.—We will build a 35,000-bu. elvtr. as an addition to our small plant.—C. W. Franks, buyer for The Farmers Elvtr. Co.

NEBRASKA.

Eldorado, Neb.—I have succeeded J. C. Crane as mgr. of the Eldorado Lumber & Grain Co.—Chas. Wilson.

Humboldt, Neb.—O. A. Cooper, one of the leading grain dealers of the state, is making a trip around the world.

Hooper, Neb.—I have accepted the position of agt. for Henry Roberts, John Sanders, former agt., resigning Apr. 1.—H. J. Shaffer.

Foster, Neb.—The Nye-Schneider-Fowler Co. is putting in a lumber yard in connection with its grain business.—W. W. Trospen, mgr. Farmers Grain Co.

Primrose, Neb.—V. H. Smatlan is the owner of the Primrose Elvtr., formerly operated by the Cedar Rapids Improvement Co.—Van Ackeren Bros., Cedar Rapids, Neb.

Pierce, Neb.—The new elvtr. to be built by the Farmers Grain Co. will be erected on the site of the old elvtr. and will have a capacity of 35,000 bus.—W. W. Trospen, mgr. Farmers Grain Co., Foster, Neb.

Beatrice, Neb.—The Nebraska Farmers Co-operative Grain & Livestock State Ass'n held its annual meeting, Mar. 20, but owing to the bad weather the attendance was very small. Pres. A. A. Smith of Blue Springs and Sec'y J. W. Shorthill of Hampton were the officers present. A number of papers of interest to grain men were read and discussed.

OMAHA LETTER.

The big Peavey Elvtr. at Council Bluffs, operated by the Omaha Elvtr. Co., was slightly damaged Mar. 27 by a fire which started from an unknown cause near the drier. The loss amounted to about \$700, the sprinkler system having been a factor in saving the big structure and its contents from total or heavy loss. The insurance carried on this elvtr. amounts to \$927,500; the grain being insured for \$727,500 and the building for the remainder. It has a capacity of 1,500,000 bus.

Receipts of grain at Omaha during March included 518,400 bus. of wheat, 1,450,800 bus. of corn, 833,000 bus. of oats, no rye and 81,200 bus. of barley; compared with 422,400 bus. of wheat, 1,711,200 bus. of corn, 579,700 bus. of oats, 22,000 bus. of rye and 373,000 bus. of barley received in March, 1911. Shipments for the month included 448,000 bus. of wheat, 1,676,000 bus. of corn, 924,000 bus. of oats, no rye and 15,000 bus. of barley; compared with 303,000 bus. of wheat, 2,150,000 bus. of corn, 736,500 bus. of oats, 18,000 bus. of rye and 16,000 bus. of barley shipped in March, 1911.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Boston, Mass.—Geo. O. Hall, formerly in the grain and hay business, died Mar. 26.

Auburndale, Mass.—Geo. E. Johnson, who for the last 30 years has been in the grain and hay business at this point, died Mar. 29, from the effects of a shock. Mr. Johnson served as a scout in the Union army during the war, receiving honorable mention for distinguished service. He is survived by a wife, two sons and two daughters.

Berlin, Conn.—Edward Slater has filed notice of intent to sell his grain and feed business to Meech & Stoddard, Inc. of Middletown.

North Hatfield, Mass.—Clarence R. Benson, 35 years old, dealer in grain and hay, died Mar. 22 at Worcester, as the result of hemorrhage of the brain due to an unusual accident. Mr. Benson was visiting his brother-in-law, Lawrence A. Jamieson, a chauffeur, and while watching him at work in the garage, went to sleep on a couch. Mr. Jamieson in a spirit of fun threw a sponge at Benson to wake him, hitting him in the face and startling him so that he fell onto the cement floor, fracturing his skull and causing hemorrhage of the brain.

NEW JERSEY.

Delaware, N. J.—I have sold my business to L. D. Fritz.—Geo. T. Hall.

Jersey City, N. J.—The Lehigh Valley R. R. Co. has let the contract for a 500,000-bu. concrete storage plant and steel operating house to the Witherspoon Englar Co. The elvtr. will have the most approved modern facilities for clipping and bagging oats, as well as a complete and up-to-date system for cleaning, drying and conditioning all grains. The bins will be of 4,000 bus. and 10,000 bus. capacity.

NEW YORK.

Buffalo, N. Y.—The stockholders of the Corn Exchange will hold a meeting Apr. 10, to elect three directors for three year terms.

Buffalo, N. Y.—Schuyler W. Scutt, grain dealer, filed a petition of voluntary bankruptcy Apr. 3, placing his liabilities at \$4,777.55 and his assets at \$35.

Albany, N. Y.—Knight & McDougal have filed suit against the D. & H. Ry. Co. to cover advances made on Bs/L issued by the railroad company and signed by their accredited agt., basing their claim on the failure of Durant & Elmore, due to forged Bs/L, which the D. & H. repudiate and refuse to pay.

New York, N. Y.—A bill authorizing the arbitration com'te of the Produce Exchange to settle business differences arising between individuals and corporations engaged in the business in which the Exchange is concerned, even tho the parties are not members, was recently passed by the New York state legislature.

New York, N. Y.—Harry W. Rubins, who before he went into the cash grain business on his own account, was New York representative of W. A. Peavey & Co. of Minneapolis, has resigned his membership in the Produce Exchange and will be associated with a decorating firm of Minneapolis. It was not generally known that Mr. Rubins was an artist of marked ability, having successfully exhibited at home and abroad, but one of his friends says: "His remaining so long in the grain trade was another case of sweetness wasted on the desert air."

NORTH DAKOTA.

Forman, N. D.—The elvtr. of the Farmers Co-operative Elvtr. Co. has been closed until July.

Carson, N. D.—The Occident Elvtr. Co. has let the contract for the rebuilding of its elvtr., burned Mar. 6.

Pillsbury sta., Hope p. o., N. D.—The Pillsbury Farmers Elvtr. Co. will soon let the contract for an elvtr.

Dwight, N. D.—The Farmers Elvtr. Co., incorporated; capital stock, \$15,000; incorporators, W. T. Ward, M. R. Olson and others.

Sawyer, N. D.—I still own the elvtr. at this station but on account of failure of crops am not operating it.—P. Martens, Jr., Aberdeen, Sask.

Glenburn, N. D.—The Farmers Equity Co-operative Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, J. J. Malone and Jno. B. Luther.

Underwood, N. D.—I have resigned as agt. of the Occident Elvtr. Co. and will not be in the grain business thru Apr. Ole Lysaker succeeded me as agt.—C. F. Schoen.

McHenry, N. D.—The McHenry Hardware Co., incorporated to build and operate elvtrs.; capital stock, \$25,000; incorporators, H. M. and H. C. Cornell of Mott, and A. B. Crosier of McHenry.

Lone Tree, N. D.—The elvtr., reed mill and 6,000 bus. of grain belonging to the Farmers Elvtr. Co. burned Mar. 26. The entire upper part of the elvtr. was in flames when the fire was discovered.

Pisek, N. D.—The annex of the elvtr. of the St. Anthony & Dakota Elvtr. Co. has been torn down, the lumber being sent to Langdon to be used in building an elvtr. for the company at that point.

Elvtr. operators were very busy the last few days of March, cleaning the grain out of the elvtrs., tax assessment day being Apr. 1 in this state. They did not care to pay the tax and carry the grain for prospective advance.

McHenry, N. D.—Frank Sroufe, the hotel keeper who shot and killed John McLaughlin an elvtr. agt. Feb. 24, was found guilty of manslaughter in the first degree and was sentenced, Apr. 1, to 12 years in the penitentiary. Sroufe pleaded self defense, tho McLaughlin was unarmed.

Colgate, N. D.—The elvtr. of the Car-gill Elvtr. Co. has been closed for the season and I am not now in the grain business but the understanding is that I will be agt. for the same company at Lidgerwood, N. D., next year.—L. H. Haas-arn, Whalan, Minn., formerly agt. at Colgate.

Aneta, N. D.—The elvtr. of the North-western Elvtr. Co. burned Mar. 22; loss on building, \$15,000; on contents, \$10,000; fully covered by insurance. Fire was discovered in the elvtr. Mar. 21, but was extinguished presumably, but it is tho to have smoldered and started the blaze that totally destroyed the structure.

Valley City, N. D.—The first annual meeting of the Farmers Co-operative Ass'n of N. D. was called to order at 9:30 a. m., Mar. 13, with Pres. F. N. Pitkin presiding. After the usual addresses of welcome and response, the reports of the sec'y and the auditing com'te were read and accepted. The resolutions submitted by A. A. Lee, D. D. Whaley and C. P. Peterson as the com'te on resolutions appointed by Pres. Pitkin, were approved and adopted, among them being a resolution providing for an organization of the managers of the farmers elvtr. companies in N. D., to be affiliated with the National Mgrs. Ass'n and the state Farmers Co-operative Ass'n. Another resolution of interest, recommended that the law now in force in N. D. as to the distribution of cars be amended to allow the distribution to be made according to the amount of grain taken in by each elvtr. company as shown by daily reports. The by-laws of the ass'n were amended, the membership fees and dues being fixed at \$20 a year and the accounts of the sec'y and treas. closed on Dec. 31, the annual meeting to be held the first week in March. Many interesting and instructive addresses were given during the meeting, Sec'y Unkenholz speaking urgently on the necessity and advantages of a uniform system of bookkeeping and auditing for farmers elvtr. companies. He showed that even companies in good standing ought to support such a system because the failure of any company hurts the standing of all, the innocent suffering with the guilty. The election of officers for the ensuing year resulted in the almost unanimous re-election of the old officers, the officers of the ass'n being F. N. Pitkin, Sawyer, pres.; A. A. Lee, Hatton, first vice-pres.; Fred A. Powers, Beach, second vice-pres.; S. W. Unkenholz, Mandan, sec'y; P. A. Lee, Pekin, treas.; E. A. Bowman, Kuhn; John Martin, Chaffee; J. H. Thompson, Valley City; C. P. Peterson, Bisbee; C. S. Inman, Antler; A. Scholander, Ipsilanti, and A. Koenig, Garrison, directors.

Overly, N. D.—The elvtr. of the Northland Elvtr. Co. burned Mar. 9.

Taft sta., Cummings p. o., N. D.—The Eldorado Farmers Elvtr. & Trading Co. has been organized and will take over the elvtr. of the Farmers Elvtr. Co.

Mott, N. D.—The Occident Elvtr. Co., which was awarded the county contract for seed oats and wheat for needy farmers, began delivering the seed April 2.

Langdon, N. D.—We have moved the annex to our elvtr. at Pisek to this point where we are building a 35,000-bu. elvtr., 36x36 on the ground and 40 ft. to the plate, covered with galvanized iron, grounded. The elvtr. is built low and has an easy driveway. The engine room is concrete and fire-proof. We will have a 13 ft. work floor, and 16 bins.—C. D. Jenkins, gen. supt. St. Anthony & Dakota Elvtr. Co., Minneapolis, Minn.

Believing that much of the seed grain delivered to farmers last year was unclean and impure, H. L. Bolley, botanist and state seed commissioner of the North Dakota Agri. College, has offered to assist the county commissioners in selecting seed grain this year by examining samples and personally inspecting or supervising the inspection of all seed contracted for delivery to them, if advised of storage points. It will not be Mr. Bolley's fault if pure, live seed is not furnished in North Dakota this year. He has been untiring in his efforts to assure good seed for the season.

OHIO.

Columbus, O.—The annual meeting of the Ohio Millers Ass'n will be held here Apr. 25-26.

Sharon Center, O.—Byron Leiby has installed a No. 5 Western Warehouse Combined Sheller in his elvtr.

Ridgeway, O.—Geo. J. Ulrich is now in possession of the elvtr. he recently purchased at this station for \$11,000.

Canal Dover, O.—Our warehouse, etc., is all complete and we are in operation at present.—The Immel Feed & Mfg. Co.

Whiteville, O.—The Farmers Grain & Coal Co., incorporated; capital stock, \$10,000; incorporators, Edward J. Smith and others.

Metamora, O.—The Metamora Elvtr. Co. will improve its elvtr., putting in corn shellers, grain cleaner, manlift, dump and new belting.

Holgate, O.—The Farmers Elvtr. Co. has raised \$7,000 toward the amount needed to buy an elvtr. and will probably purchase one at an early date.

Lima, O.—The Hay & Grain Producers & Shippers Ass'n of Northwestern Ohio will hold a meeting here Apr. 19, in the Auditorium of the Elks Home, having outgrown the accommodations of the Lima House.—F. P. Riddle, sec'y.

Bryan, O.—We have been operating a Hess Drier in our plant at this station, which is being doubled at present, and will put in another drier this summer so as to have a capacity for 10,000 bus. per day.—Raymond P. Lipe Co., Toledo, O.

Hamler, O.—The officers of the recently incorporated Hamler Grain & Seed Co. are Paul Petersen, pres.; Henry Konzen vice-pres.; F. A. Lutz, sec'y-treas.; John C. Meyer, Christ Schweibert, Fred Orthwein, Ernest Witt and the officers mentioned, directors.

Okolona, O.—The Okolona Grain & Stock Co., incorporated; capital stock, \$12,000; incorporators, Henry Wiemen, H. Riebersel, Isaac F. Durham, J. L. Lewis, W. M. Helberg, W. J. Gerken and Geo. Helberg. The new company will build or buy an elvtr.

Malinta, O.—The Malinta Grain & Supply Co., incorporated; capital stock, \$10,000; incorporators, W. R. Aurand, Geo. Hipp, A. E. Couch, B. E. Latta, A. O. Sickmiller, J. F. Meyer, E. W. Hartman, Jno. Franz, J. C. Burr and Frank and Phillip Heckler, Jr.

Monroeville, O.—The Farmers Elvtr. Co. may purchase the plant of the Aten Mfg. Co. and remodel it into an elvtr.

Cygnat, O.—The elvtr. that will be built by myself and others at this station will cost \$10,000 and will be equipped with up-to-date machinery. It will be built on the T. & O. C. Ry., and will be completed by July 1.—Cygnat Elvtr. Co., by W. R. Tabbert, Rocky Ridge, O.

Piqua, O.—Only a few grain dealers were in attendance at a meeting held here Apr. 2, on account of the very inclement weather, but all present promised to attend the big meeting at Lima, April 19, also to try to bring his competitor along.—E. T. Custenborder, Sidney.

Elery sta., Malinta p. o., O.—The recently organized Elery Farmers Grain & Stock Co. has been incorporated; capital stock \$12,000; incorporators, Ed. Dettmer, J. J. Clark, F. W. Armbruster, H. C. and Fred Rohrs, Geo. Kurtz, E. A. Hettel, J. F. Gerken, C. W. Fisher and H. J. Busch.

Columbus, O.—Having recently sold our Pittsburg Elvtr., we are removing our office to 214 Hartman Bldg., this city. We now have not only the advantage of the inspection and rebilling here, but still retain our membership in the Pittsburgh Grain & Flour Exchange.—Morton Grain & Hay Co.

Wapakoneta, O.—The Miami Valley bunch of the Northwestern Ohio Ass'n held a very enthusiastic meeting Mar. 29. The attendance was small but the interest great. We voted to cut out the loaning of grain sacks and discussed the proposed terminal elvtr. at Lima.—E. T. Custenborder, Sidney, O.

Columbus, O.—A. P. Sandles, sec'y of the Ohio Dep't of Agri., is asking county grain dealers, millers, bankers, etc., to pay the expenses of one or more boys to Washington D. C., the trip to last four days and be awarded the boy in each county, growing the most corn on one acre. The trip will cost about \$50.

Bellefontaine, O.—The Scioto Hominy Co. of Portsmouth, quit business Oct. 1, 1911, and I left them Nov. 8, after the business was straightened up. On Dec. 6 I purchased the grain, hay and feed business of W. W. Barton, who has been in the business here for 14 years.—C. B. Halboth, formerly gen. mgr. Scioto Hominy Co.

Pleasant Bend, O.—We have bot the elvtr. of the Morrison & Thompson Co. at this station and the elvtr. of Dietrick & Diemer at New Bavaria. The officers of our company are Gordon S. Carlson, pres.; Geo. H. Thomas, vice-pres.; M. H. Wenzinger, sec'y and treas., and myself mgr.—J. W. Dickman, mgr., Pleasant Bend Grain Co.

CINCINNATI LETTER.

Albert B. Hoge, Harry J. Leahy and Earl Root have been admitted to membership in the Chamber of Commerce.—W. C. Culkins, sec'y.

The Big Four Elvtr. has experienced considerable inconvenience during the flood that has prevailed in this vicinity, but has not been compelled to shut down.

The troubles of the Standard Hay & Grain Co. will soon be over and the future business will be conducted by Wm. H. Weber without the assistance of his former partner, Henry Heile, a settlement between the partners having been reached.

The basement of the elvtr. of the Cincinnati Grain Co. was flooded by the recent rise in the Ohio river and the machinery put out of order for several days but the damage is nominal. The offices of the company are being painted and will present a much improved appearance.

Receipts of grain at Cincinnati in March included 64,484 bus. of barley, 735,100 of corn, 493,024 of oats, 64,903 of rye and 175,646 bus. of wheat. Shipments for the month included 1,118 bus. of barley, 533,645 of corn, 291,716 of oats, 36,103 of rye and 236,062 bus. of wheat.—W. C. Culkins, sec'y Chamber of Commerce.

We are indebted to Wm. C. Culkins, sec'y, for a copy of the sixty-third annual report of Chamber of Commerce. A complete list of the officers and com'ites for 1912, is supplemented by an interesting list of the officers of the Chamber since its organization in 1839, and in addition to the usual reports of the officers and com'ites, the statistics of trade and commerce and comparisons with other years, the rules and by-laws of the Chamber and a full list of members, is an interesting account of the city of Cincinnati, its advantages, improvements, etc. The illustrations are many and of interest, including pictures of the new home of the Chamber which will be ready early in 1913.

TOLEDO LETTER.

A sprinkler system will be installed in the Armada mill by the Toledo Grain & Mfg. Co. The company also expects to build an 86,000-bu. elvtr.

The Produce Exchange has guaranteed to pay the expenses of a trip to Washington, as suggested by Sec'y Sandles, of the boy raising the most corn on one acre in Lucas county.

Receipts of grain at Toledo during March included 194,000 bus. of wheat, 581,600 of corn, 109,500 of oats, and 10,000 bus. of rye; compared with 221,000 bus. of wheat, 836,200 of corn, 160,500 of oats and no rye received in March, 1911. Shipments for the month included 123,600 bus. of wheat, 240,400 of corn, 223,400 of oats and 400 bus. of rye; compared with 93,500 bus. of wheat, 452,600 of corn, 174,500 of oats and 500 bus. of rye shipped in March, 1911.—A Gassaway, sec'y Produce Exchange.

In the interest of uniformity the Produce Exchange has adopted the following rules to govern shipments on contracts for deferred shipment as suggested by the Council of Grain Exchanges and Grain Dealers National Ass'n; the rules to become effective May 1: Excluding the date of sale for time of shipment on property sold for shipment shall be reckoned from the date of receiving full shipping directions and shall be for Calendar Days, including Sundays and legal holidays at point of shipment. The term "immediate shipment" shall mean three calendar days. The term "quick shipment" shall mean five calendar days. The term "prompt shipment" shall mean ten calendar days. When number of days are specified said number shall include Sundays or holidays at point of shipment. Nothing, however, in this rule shall be construed as prohibiting special agreements.—A. Gassaway, sec'y.

OKLAHOMA.

Tangier, Okla.—Combs and Eplery are scoop shoveling here.—Robt. J. Cozart.

May, Okla.—The Fargo Grain, Seed & Coal Co. will build a 10,000-bu. elvtr. at this station.

Gate, Okla.—The Edmisson Bros. Grain Co. of Englewood, Kans., will build an elvtr. at this station.

Durant, Okla.—I have bot an interest in the Durant Grain Co., but C. W. Hardage is still mgr. of same.—W. H. Hardage.

Lahoma, Okla.—C. E. Ramsey has bot an interest in the elvtr. of R. M. Hiatt and the business will be conducted under the firm name of Hiatt & Ramsey.—S.

Renfrow, Okla.—We are putting in a 20 h. p. oil engine this spring and are building two new 14x14 bins with concrete bottoms in our elvtr. We are also making other improvements.—P. B. Loftus, mgr. Renfrow Grain & Fuel Co.

Oklahoma City, Okla.—The fifteenth annual meeting of the Grain Dealers and Millers Ass'n of Oklahoma will be held in Oklahoma City, May 21 and 22, and the meeting place will be in the Chamber of Commerce, where we held our last annual meeting. The com'ite having in charge the arrangement of the program

is anxious for the dealers in general to co-operate with them in bringing up for discussion the subjects of most vital interest to us all. We therefore ask dealers who have in mind any subject which they wish brought before this meeting to so notify this office, and we will be glad to arrange a place for it upon our program. The Texas Grain Dealers Ass'n has fixed the date of its annual meeting for May 23 and 24, and Fort Worth as the meeting place. This makes it convenient for those of our members who care to attend both meetings, to do so without any unnecessary delays, also our visiting friends from the North. Sec'y Gibbs informs me that Fort Worth will do herself proud this year in the way of entertainment and insists that a goodly delegation from Oklahoma attend this meeting. Encouraged by the bright prospects, let us boost for our Ass'n, making it our aim to bring every reputable grain dealer into its membership. As the means to this end, encourage your competitor whether he is a member or not to come with you to the meeting in May, where a splendid program and a royal good time is promised.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

PENNSYLVANIA.

Scranton, Pa.—E. S. Woodhouse, in the grain and commission business, has gone into bankruptcy.

York, Pa.—The Dover Farmers' Co-operative Ass'n has been organized to handle grain and stock.—C.

Pittsburgh, Pa.—In answer to the complaint of W. F. Craig, Jr., of Pittsburgh, the State Railroad Commission at Harrisburg, Pa., has notified the Pennsylvania Railroad Company that a reduction of 1 cent a hundredweight on rye from Manor, Pa., to Pittsburgh has been ordered.—L.

Pittsburg, Pa.—The directors of the Grain & Flour Exchange at a meeting held Mar. 30, fixed the amount of assessment at \$30, which is the same as for last year. They also decided to submit the report of the railroad com'ite in reference to a traffic mgr. to the entire Exchange, at an early date.

Wilkes-Barre, Pa.—I bot out the interests of the Consolidated Grain Co. and am now carrying on the business in my own name. Most of the grain handled here is from the west. From what I can learn the trade here has been very reluctant buyers and consequently is practically buying from hand to mouth, therefore there should be a good demand for grain from this section even at high prices.—Ferdinand Maier.

PHILADELPHIA LETTER.

The Phila. & Reading Ry. Co. contemplates the installation of an up-to-date blowing apparatus in its Port Richmond Elvtr.

The Penn. Ry. Co. will install an In-vincible Grain Cleaner with an hourly capacity of 5,000 bus. in the elvtr. at Girard Point, to be used until the new elvtr. is completed.

The new directors of the Commercial Exchange voted Mar. 20 to withdraw membership of the Exchange from the North American Council of Grain Exchanges. Wm. M. Richardson, chairman of the grain com'ite, is also treas. of the Council and will probably resign from that office.

The grain export business of Philadelphia has taken a big jump lately. Large cargoes are going out almost daily, and unusual volumes of grain are moving this way from the Northwest. About one hundred thousand bushels of corn were loaded last week to be shipped in three parcels to Manchester, London and Leith. In addition to this 210,000 bushels of Canadian wheat were exported to points along the Mediterranean. The high standard of the Philadelphia inspection service has caused much more grain to be sent thru this port than before the recent recommendation of the Liverpool grain interests.—C.

Wm. H. Colvin & Co.

104 S. La Salle Street

CHICAGO

Considering the cheapness of wheat compared with other food products, the low condition of the growing crop of winter wheat, the lateness of the season, the unusual high parity of prices of European markets, the practical assurance of an enlarged export demand, and the apparent inability of Russia, Argentina, Australia and India to meet the requirements of importing countries, we are of the opinion that the near future will bring around a change in sentiment in the way of appreciating values based on sound legitimate conditions.

Consignments of Grain and orders for future transactions solicited.

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EUGENE M. BORNHOFT
BLACK BOARDS
For Stock and Grain Houses
THE ROOKERY CHICAGO

Figures issued by the Commercial Exchange show a decided decrease in the amount of grain handled at this port during the month of March. Receipts of wheat and oats were increased, while the receipts of flour and corn fell off. The amounts are: wheat, imported, 397,872 bus.; corn, 176,940 bus.; oats, 665,147 bus. Exports: wheat, 248,542 bus.; corn, 211,971 bus.—C.

The new shipping clause which was inserted in the bills of lading of the International Mercantile Marine Company, and which absolved the company from the contract of safely transporting grain to ports in which any disorder of any kind exists, has been suspended by the local agents because of the vigorous protests of Philadelphia grain men. The clause was inserted because of the recent coal miners' strike in England, but when the shippers refused to consign grain to the vessels of the company, the ruling was dropped.—C.

The controversy which followed the refusal of the Bourse official to permit the use of the floor of the Commercial Exchange for the reception to Pres. Taft on his recent visit here has aroused a storm of protest by members of the Commercial Exchange. The refusal has served to revive the talk of the removal of the Exchange to a separate building of their own, and the future vacating of the present Stock Exchange by that organization to their new quarters will leave a very suitable building, fully equipped, for the character of work that involves the Exchange. Whether anything will develop from the rather heated talks that are now in force is only to be determined by the members themselves.—C.

The Penn. Ry. Co. secured Mar. 25 a city permit for the piling and foundation of the \$1,000,000 elvtr. it will build at Girard Point, this work alone will amount to \$100,000. The elvtr. will have a storage capacity of nearly 1,100,000 bus. with facilities for delivering 60,000 bus. an hour and the unloading of 12 cars at the same time. It will be built of concrete and steel thru-out and will be operated by electric power. Improved appliances for cleaning, drying and handling grain will be installed. The cleaning facilities will dispose of upward of 30,000 bushels an hour, and the drying facilities about 3,000 an hour, both inward and outward. A vessel of 250,000 bushels capacity could be loaded with the facilities that the new elvtr. will offer in 10 hours. If a full cargo ship is to be loaded, 180,000 bus. could be poured into her hold in the first three hours. This will be possible because four conveyors, each of a capacity of 15,000 bus., will stretch out on the pier, and will be so arranged that one or all can be directed upon a vessel as occasion may arise. Work will be commenced in a very few days.

SOUTH DAKOTA.

Tripp, S. D.—F. H. Hirsch now owns the elvtr. of Sells & Hirsch.

Winfred, S. D.—The Co-operative Farmers Elvtr. Co. has been organized at this station.

Bath, S. D.—A. J. Murray is contemplating the rebuilding of his elvtr., burned Oct. 30, this spring.

Utica, S. D.—Adam Wallock of Lester-ville, bot the Farmers Elvtr. Apr. 1, at receiver's sale.—M. King.

Sherman, S. D.—The elvtr. of the Northwestern Elvtr. Co., containing 19,000 bus. of grain, burned at 11 p. m., Mar. 26; cause unknown.

Yankton, S. D.—Captain Lavender, one of the best known grain men in the state is running for the office of State Railroad Commissioner.—M. King.

Fairview, S. D.—We will thoroly repair our elvtr. during the dull season, adding new boot and belt.—W. F. Manning, mgr. Farmers Co-operative Grain Co.

Herrick, S. D.—F. Caspary has bot out the interests of L. Simons in the elvtr. of Caspary & Simons, and the business will be conducted under our name.—Caspary & Sons.

TENNESSEE.

Nashville, Tenn.—A successor to Pres. Byrd Douglas who died Dec. 3, will be chosen at the annual election of the Grain Exchange to be held this month. Vice-pres. S. S. Kerr has been acting pres.

Cleveland, Tenn.—The writer and associates is building a two story block, 100x150 ft. and I will move my offices to it when finished, retaining my three warehouses, 70x100 ft., on track.—M. L. Beard.

Memphis, Tenn.—J. T. Russell, Jr. of Stratton & Russell, has applied for membership in the Merchants Exchange. The Superior Feed Co., Elmer L. Luibel, mgr., was admitted to membership at the last meeting of the directors of the Exchange.—N. S. Graves, sec'y.

TEXAS.

Marshall, Tex.—The Marshall Mill & Elvtr. Co. has filed an amendment to its charter, increasing its capital stock from \$20,000 to \$40,000.

Longview, Tex.—The contract for the elvtr. and mill I will erect at this station has been let to the E. B. Hayes & Co. Nordyke & Marmon machinery will be installed together with a Muncie Engine.—H. B. Pitts, Marshall, Tex.

Galveston, Tex.—No grain was exported during the month of March. Exports since Sept. 1, 1911, included 56,000 bus. of wheat, 10,000 bus. of corn and 25,713 bus. of kafir corn, compared with 7,965 bus. of wheat, 298,864 bus. of corn and no kafir corn shipped in the corresponding period of last season.—Jno. H. Upschulte, chief grain inspector Board of Trade.

Fort Worth, Tex.—The annual meeting of the Texas Grain Dealers Ass'n will be held in this city, May 23 and 24, the executive Com'te of the ass'n agreeing upon the dates at a meeting held Mar. 22. Aside from the selection of the meeting place for the annual convention the work of the com'te was mostly executive. There was but one case appealed from the decision of the arbitration com'te. This was a case between W. M. Priddy of Wichita Falls and C. F. Dribble of Sherman. James C. Hunt, president of the association, was in charge of the meeting. Com'tes to look after the various details in connection with the convention will be announced at an early date.

WASHINGTON.

Kennewick, Wash.—A community warehouse, 50x120 ft., two stories and full basement, will be erected by F. J. Arnola.

Garfield, Wash.—The warehouse of the Garfield Farmers Warehouse Co. burned recently; loss on grain and building \$11,000. 3,000 bus. of oats belonging to R. C. McCroskey's sons stored in the building were a total loss, no insurance.

WISCONSIN.

Clintonville, Wis.—Fred Frisch, formerly agt. for H. E. McEachron Co. at Birnamwood, has succeeded G. J. Huhn, Sr., who has retired, as agt. for the same company at this station.—Henry Stanke, agt. H. A. McEachron Co., Birnamwood.

Appleton, Wis.—The L. Rosenheimer Malt & Grain Co. of Kewaskum, has rented a malt house in this city, where it will carry on business until the new buildings to be erected to replace its plant, burned some time ago, are completed.

Ripon, Wis.—Chas. Sweiger has severed his connection with the Milwaukee Grain Co. and has secured a position with the Geo. I. Middleton Co.

Oconto Falls, Wis.—The elvtr. of H. E. McEachron Co. has been closed for the season and I have been transferred to the elvtr. at Birnamwood.—Henry Stanke, agt.

The extension dept. of the University of Wisconsin aims to interest not only the farmer but his boys in the work of raising pedigreed grains and last year most of the pure bred seed grain distributed by the dept. was grown by 20,000 school boys who have become interested in the work.

Fisk, Wis.—Albert T. Sanders, a grain dealer, has brot suit for \$245 against the C. M. & St. P. Ry. Co., alleging that he lost that amount in the sale of 2,450 bus. of oats because the railroad company failed to provide him with a car for transportation at the time agreed upon. The case is unusual and will be watched with interest by the grain trade.

Monroe, Wis.—We are contemplating the remodeling of our plant and will also make a new addition measuring 35x36 ft., three stories. In this arranging we intend to install two new electrical elvtrs., for hoisting bagged feed, a 20 h. p., 220 volt three phase motor for running our corn crusher. We are also contemplating a heating plant to heat our main rooms.—H. C. Dahms, sec'y and treas. Monroe Model Mill.

Green Bay, Wis.—I am going to build a 20,000-bu. elvtr., a 30x30 flour and feed house and a 14x20 office this summer, all of re-inforced concrete. Frank L. Bader is now working on the plans and I will be ready for bids about May 1. I will have all modern improvements in the elvtr., such as feed grinder, scales, receiving separator and car unloader. I have not decided on it yet. I shall be in the wholesale and retail business in all lines of grain, seeds, flour, feed and baled hay.—Emil Hauterbrook.

MILWAUKEE LETTER.

The following members have transferred their certificates: H. J. Droeger, Jos. H. Frerich, and R. E. L. Senderling.—H. A. Plumb, sec'y Chamber of Commerce.

The Chicago & Northwestern Ry. Co. has commenced work on its 500,000-bu. concrete storage tanks. The John S. Metcalf Co. is the engineer and the Wither-spoon Englar Co. has the contract for the plant.

New members of the Chamber of Commerce, recently admitted are Jno. W. Wusow, Wm. P. Walsh and Clesson B. Phillips, of Milwaukee, Reinhardt Rahr, Manitowoc, Henry Mulberger, Watertown, and Henry Rang, Chicago.

During December Milwaukee shipped by lake 1,216,695 bus. of grain, against 917,639 bus. shipped from all the other lake ports combined, the winter season interfering less with the lake traffic here than at any of the other ports.

W. A. Hottensen, junior member of the firm of W. M. Bell & Co. has had charge of the business of the firm during the recent serious illness of Wallace M. Bell, pres. of the company. Mr. Bell is on the road to recovery and expects to be able to leave the hospital in a short time.

The Inter-State Malt Co. has been incorporated with a capital stock of \$850,000 by James B. Blake, Wm. F. Adams, and Claude J. Hendricks. Burton F. Hales, pres. of the Northwest Malt and Grain Co. bot Mar. 23, the big incomplected plant of the Hansen Malting Co., for the new company.

Future trading in Milwaukee has increased greatly since the first of the year, and members look for a still further increase before summer comes. The trade has also increased in "puts and calls" and Milwaukee seems to be gaining prestige in this line. May wheat at the present time is 1c under Chicago price, owing to a heavy line supposed to be sold here by an elvtr. interest. July wheat is about ½c over Chicago price, owing to a line held by local speculators.

Receipts of grain at Milwaukee during March included 508,100 bus. of wheat, 574,680 of corn, 903,600 of oats, 708,500 of barley and 203,500 bus. of rye; compared with 344,650 bus. of wheat, 789,870 of corn, 1,020,000 of oats, 978,800 of barley and 158,100 of rye received in March, 1911. Shipments for the month included 103,500 bus. of wheat, 821,290 of corn, 810,392 of oats, 252,855 of barley and 165,353 bus. of rye; compared with 424,225 bus. of wheat, 987,498 of corn, 1,114,074 of oats, 519,917 of barley and 220,680 bus. of rye shipped in March 1911.—H. A. Plumb, sec'y Chamber of Commerce.

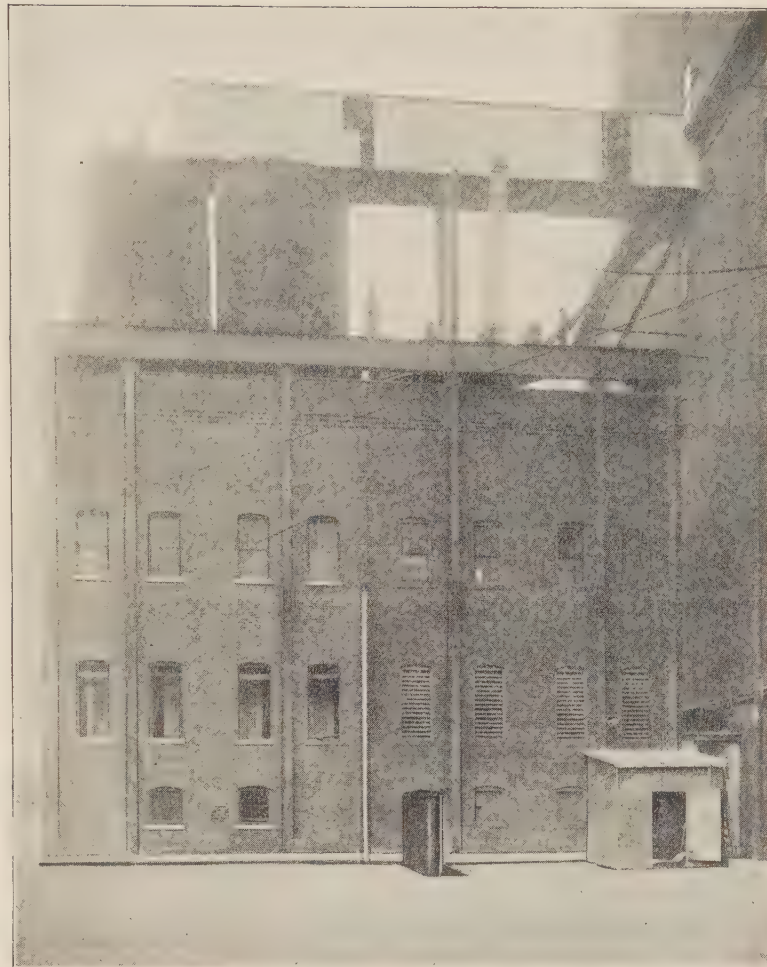
Pres. W. P. Bishop and D. G. Owen will represent the Chamber of Commerce at the conference at Washington, Apr. 22, to take up the project of a national board of trade. E. P. Bacon will be the representative at the Lake Mohonk Conference on International Arbitration, at Lake Mohonk, N. Y. May 15-17.—H. A. Plumb, sec'y.

Robert Eliot after 40 years in office, either as director or president of the Chamber of Commerce, retired Apr. 8, from all official connection with the Chamber. Mr. Eliot is the only charter member of the Chamber who is still on the membership roll. He was elected director in 1861, president in 1883, serving two terms and re-elected director in 1891, serving continuously in that capacity up to the present time. He was a candidate for re-election this year but refused to serve.

At the annual election of the Chamber of Commerce held Apr. 1, the following officers were elected: W. P. Bishop, pres.; M. G. Rankin, 1st vice-pres.; P. P. Donahue, 2d vice-pres.; H. A. Plumb, sec'y and treas.; H. W. Ladish, C. W. Schneider, and Walter Stern, directors; Thos. M. Corcoran, chairman, F. J. Coughlin, I. C. Lyman, M. H. Potter and Wm. E. Schroeder, com'ite on arbitration; Walter C. Holstein, chairman, W. A. Hottensen, John V. Lauer, Chas. R. Lull and Albert R. Taylor, board of appeals. The only excitement in the election was in the contest for directorship, as there was no opposition in the election of the other officers.

The annual report of the directors of the Chamber of Commerce, presented at the annual meeting Apr. 8, shows that the financial condition of the ass'n is sound, the total income from all sources for the fiscal year being \$92,872.41, disbursements, \$66,303.13, leaving a balance of \$26,569.28 in the treasury. Improvements in the Inspection Dept. have materially expedited inspection and handling of samples and have incurred considerable outlay but the expenditures of the dept. have not exceeded the income and there has been no advance in charges. The business of "futures" shows a remarkable gain not only in the volume handled but in its scope and importance as compared with other markets. This has been brought about by the elimination of the pernicious plan of being dependent upon some other market for a basis for doing business, also thru publicity by distributing quotations, and other methods of advertising, for which liberal expenditures have been authorized by the Directors during the past two years.

Thru the efforts of the Freight Bureau of the Chamber of Commerce, the railroad companies in this city are using a card system in marking grain cars on arrival. As soon as the cars are placed in the receiving yard and the way-bills checked over, a special card bearing in large letters the words "Grain Inspection" and with space at the bottom for the name of consignee, contents, car number, etc., is filled out and tacked on the door of each grain car. The switching crews are thus able to select the grain cars and set them onto the inspection tracks without delay. The sample men remove the lower half of the card and place it in the sack containing the grain samples for the Chamber of Commerce inspection dept. and in this way an absolute check as to the firm for which the grain is intended is kept. After the grain is sold and the re-shipment or switching order is furnished to the railroad company, it is an easy matter to locate the cars in question and make prompt deliveries to buyers. The old method of marking the cars with chalk letters which often became blurred or altogether obliterated caused considerable trouble among the switching crews and also the samplers, who were often unable to give the proper name of consignee. The new system insures prompt returns to the country shipper, the railroad companies being able to handle both local and thru freight with greater dispatch than at any previous time.



The LARGEST GRAIN DRIER IN THE WORLD (Hess No. 12)

at the Kentucky Public Elevator, Louisville, Ky.

Capacity 60,000 to 100,000 bushels daily. May be operated as four separate units if desired. The steam coils contain 34,800 lineal feet of 1-inch pipe. Eight fans, requiring but **80 Horse Power**, deliver 112,000 cubic feet of warm air, and 112,000 cubic feet of cold air **PER MINUTE** through 4,000 bushels of grain in the drying racks.

One man only, operates the whole apparatus, and all the grain is in his plain view while drying and cooling.

It dries any kind of grain or seed, at any temperature, to any degree of dryness required. Fully guaranteed.

Our 1912 model drier is of smooth galvanized steel throughout. It is the most economical, most convenient and most efficient drier in use.

We make smaller sizes also, down to a portable drier costing \$375.00. Send for latest catalogue and list of users.

Hess Warming & Ventilating Co.
907 Tacoma Building - - - CHICAGO

More grain is dried in **Hess Driers** than in all other makes combined.
More **Hess Moisture Testers** are in use than of all other makes combined.
WHY? Because they're better.

Feedstuffs

The next meeting of the Ohio Feed Dealers' Association will be held April 18, at Cleveland.

The United Feed Dealers' Protective Association of Baltimore will probably hold its annual convention in May.

Mill feed will not decline below the present prices if corn and oats continue to advance, declare the feed brokers.

Bulk feed is selling at a discount of \$1.75 per ton under sacked feed, whereas formerly the difference was only \$1. The cause lies in the recent advance in the price of sacks, due to the burlap famine.

Milwaukee received during March, 1,620 tons of feed and shipped 16,133 tons; compared with 6,250 tons received and 18,996 tons shipped in March, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

The Stafolife Feed & Milling Co., Ltd., of New Orleans, La., has registered trade-marks No. 60,493 and 60,494, consisting of the words "Nolean" and "Nulife," in heavy black capitals, to designate two kinds of stock feed.

The constitutionality of the Wisconsin feedingstuffs law will be discussed at the next meeting of the Wisconsin State Millers' Association and a test case may be brought in the courts. A similar law has been held unconstitutional by the Iowa Supreme Court.

State enforcement of pure food legislation was strengthened March 23 by a ruling of a master in chancery of the federal court at Indianapolis, holding that the state of Indiana has the right to prohibit the sale of preserved foodstuffs containing benzoate of soda.

Pittsburg, Pa.—It is impossible to secure any more sugar beet until fall. The demand the past winter has been unprecedented. We started to distribute this feed among the dairy farmers of the middle states four years ago and the trade has increased enormously.—Geidel & Dickson.—L.

Minneapolis, Minn.—"A glance at the sales books proves the immense and constantly growing popularity of International Sugar Foods. The high price and scarcity of corn and oats make assured the large continued demand for feed, until the raising of the new crop.—H. T. Heydrick, International Sugar Feed Co.

The Anchor Milling Co., of Galveston, Tex., will erect a plant for the grinding and bolting of cottonseed meal, having a daily capacity of 800 tons of cottonseed cake, on Pier 35, on the Galveston channel. It will be completed in time to handle business this summer and will cost \$50,000. Henry W. Hildebrand is president of the company.

A new machine for the milling of alfalfa, which cuts the plant in such a manner as to make a granular meal instead of a pulverized dust, has been invented by M. C. Peters, head of the M. C. Peters Mill Co., of Omaha. It is claimed that the improved machine turns out much better feed than the pulverized product of most of the alfalfa milling machines.

The M. C. Peters Mill Co., of Omaha, Neb., will build several mills in the irri-

gated regions of western Nebraska and eastern Wyoming for the purpose of milling the alfalfa grown there, which is declared to be of superior quality to that grown in the East. This is due to the absence of rains in the irrigated country during the cutting season, which gives the alfalfa a chance to come to the mill cured sweet and dry.

That ground-up corn cobs and peanut hulls are being sold to the farmers of the state for feed is the charge by officials of the Massachusetts Experiment Station in a hearing before the house com'te on ways and means held at the state house March 21. J. Lewis Ellsworth, who alleges that weed seeds are frequently included in bran mixtures, presented a petition for legislation to regulate the sale and analysis of feedingstuffs.

Feed retailers whose farmer patrons are interested in improving their feed yards will confer a favor on them by calling their attention to Farmers' Bulletin No. 481, issued March 18, by the U. S. Dept. of Agriculture, on concrete construction of feeding floors for cattle, hogs and sheep, very attractively illustrated. Sent free on application to senators, representatives or the Sec'y of the Department of Agriculture, Washington, D. C.

Feed dealers are interested in the statement by the Bureau of Chemistry that weight is added to oats in the process of sulfurizing or purifying, by the spray of water or steam. It is true that the surface of the oats must be slightly damp just before the sulfur fumes are brot into contact, as dry sulfur fumes have no action on dry oats; but the moisture is so little it is practically negligible. In the early days when purifying oats with sulfur was in the experimental stage some operators may have added an excess of water. Operators of any experience realize only too well the folly of adding moisture to any kind of grain and expecting it to keep in bulk without souring.

The new feedingstuffs law of Mississippi, which became effective March 16, places a tax of 20c per ton on all commercial feedingstuffs. In addition to providing the usual fines and imprisonments for violations, the law further provides that "any contract, agreement or note made by any farmer or other purchaser for such feedingstuffs shall be collectible for one-half of the amount agreed upon, and if payment has been made already, the person, firm or seller shall return to the purchaser injured one-half of the amount paid." The law adopted by the state of Mississippi is in the form accepted by the Ass'n of Feed Control Officials of the U. S. and endorsed by the American Feed Mfrs. Ass'n.

Feeding kafir corn produces prize winning cattle, according to the experience of an Oklahoma feeder, who came away from the Fort Worth, Tex., fat stock show recently with two bunches of "exhibitions" which had won first and second prizes. Kafir was substituted for the ration of Indian corn formerly fed prize cattle. The feeder says: "I consider kafir, with the kind of ration I use, equally as good as Indian corn for beef making, especially for young animals." The daily ration used for each animal consisted of ten pounds of ground kafir, two pounds of cotton seed meal, fifteen pounds of cotton seed hulls and one-quarter pound of black-strap molasses, with six or eight pounds of alfalfa hay on alternate days. This ration was divided into three meals every day.

Stop Watch Free.

One of the most attractive souvenirs which has yet come to our desk is the Dan Patch Gold Stop Watch being distributed by the International Sugar Feed Co., of Minneapolis, which offers the watch free with every order for a carload of its products received from dealers during the month of April. The watch is not only handsome, but is an accurate timepiece, and surely will be greatly appreciated by fortunate recipients. Since this company started in business it has attained an increase in the volume of business of 50% each year, which would seem ample evidence of good feeds and good business methods.

Prospects for Cheap Chicken Feed Good.

From early in February to Apr. 2 there has been received at Duluth, 10,513,803 bus. of grain from the Canadian Northwest, and the latest arrivals are the heaviest. Nearly all of the earlier arrivals were in bond for export, but recently the pressure of low grades has been too great and considerable quantities are arriving at Minneapolis duty paid for United States consumption.

The *Minneapolis Market Record* says: "The whole problem in Canada seems to be to find a market for the excessive supplies without much regard to what the grain will bring and this is the chief reason why it is now appearing in the local market. With the payment of the 25 cent duty and the cost of bringing it to Minneapolis there is a heavy charge against every bushel of wheat brought in and while at present the returns seem to be satisfactory, it remains to be seen if it will be considered so when the shipments really become heavy as, at the moment, they threaten to be.

"Probably the total amount of wheat duty paid that has arrived in Minneapolis is not much over 15 or 20 cars, but several commission houses have numerous consignments on the way and the increase the next week is likely to be marked. It is even rumored that a local elevator interest has contracted for round lots of this wheat for shipment here which, of course, suggests that before the season is over the volume moved to Minneapolis may be unexpectedly large.

"The quality of wheat that has arrived does not represent a high commercial value. The samples that have been shown on the exchange floor are of very low grade. The worst appears to be beyond all reclamation for any use beyond that of chicken feed and some of it so badly burnt and discolored that even its use for chicken feed would seem to be limited. The better samples are badly frosted, undoubtedly the worst frosted wheat that has come into this market.

"It carries excess of moisture and in drying out the shrinkage is terrific, yet it is possible that it may be handled to some advantage to the purchasers on this side of the line. With much of this grade arriving, however, it is likely to result in a widening of the discounts under May for the lower grades of wheat which have this season sold remarkably close to the top grades."

Cincinnati received in March 4,301 tons of bran and middlings and shipped 4,582 tons.—W. C. Culkins, sec'y Chamber of Commerce.

From the Feed Trade.

Rutland, Vt.—Our trade thus far this season has been unusually good. The high prices have not curtailed feeding. Feed stocks in this section are getting very low.—Burditt Bros.

Brattleboro, Vt.—Spot feeds in New England are very scarce; however, when transit goods begin to arrive we think stocks will be normal for this time of year and perhaps heavier than usual. The demand has been rather heavier than in previous years.—E. Crosby & Co.

Mount Holly, N. J.—The feed situation here is a serious one. Corn and hay are selling at the highest prices known in 40 years for this time of year. Corn is selling at sales at 96c bu. of 68 lbs. in crib; hay \$30 to \$36 per ton in mow. We are now having trouble to get in shipments, and it looks as though the manufacturers are oversold in dairy feeds.—Rogers & Boyd.

Orangeville, Pa.—The demand for the balanced ration feeds is not very brisk. Many of our customers claim that it does not pay them to buy these feeds as the price for butter is too low to warrant it. As the corn crop through here was fairly good, many farmers are having their corn and oats chopped instead of buying the Western feeds at the prices now asked for these feeds.—H. B. Low & Sons.

Dillsburg, Pa.—The trade conditions are fully as good with us as other years. The relative demand has been fully as good. We think that the high prices of corn and oats has caused pretty heavy feeding of concentrated feeds. We think that the manufacturers of concentrated feeds are pretty well sold up. We have had a very good year on concentrated feeds and realize an increased demand on feeds of this kind every year.—H. Cook & Co.

Saginaw, Mich.—The demand for feed of all kinds has been much larger this year than the last season; in fact, larger than the past seasons. Mills have been unable to meet the demand for middlings and mixed feeds, with the result that the consumption of corn has been somewhat larger than other years. So far as we know, the by-products are sold up closely, and we see nothing to indicate lower prices during the next two or three months. Quotations for hay broke all records for March and it looks like still higher prices at this writing.—Henry W. Carr Co.

Salamanca, N. Y.—Fully 25% more corn and oats has been sold, evenly, at this station, since Jan. 1st, than was used last year in the same time. The demand for mill feed has been equally as good on account of the shortage of hay. This demand will continue for about three weeks. I believe most of the dealers have plenty of stock on hand and in transit to supply their demands. We use some gluten, oil meal, cotton seed meal and for the first time there has been a demand for alfalfa. I think this has been as profitable a feeding season for most Eastern dealers as it usually is on an advancing market.—Henry Neff.

Philadelphia, Pa.—The demand for feeds for quick delivery has been very fair for some time and will be in evidence for the next thirty to sixty days. Prices are so high, however, that dealers are simply buying from hand to mouth, and there will be no extensive buying of feeds until prices are on a summer basis. A decline in the price of milk, effective in the territory tributary to Philadelphia and New York, has had the effect of cut-

ting the demand down to the absolute necessities of the feeders. So far as volume of business goes, we see no reason why April and May of this year should not turn out about the same as other years. Extremely high prices of feeds all this winter have made it very difficult for the dairy farmer to make any money, and, in many sections, particularly in milk shipping sections, the matter of collections is quite a serious problem. In condensary and butter and cheese making sections the conditions are somewhat better, on account of the high price of butter. On the general average we believe this winter has been far from satisfactory to the average dairyman.—M. F. Baringer.

Memphis, Tenn.—While the demand for cottonseed meal is rather dull, at the same time stocks are so very light that what little demand exists is causing the market to gradually advance until now the highest prices of the season are ruling, and it is likely prices will go still higher, as we can figure out from no source that the supply will be increased until after planting is over, which will be late in May. It has been a wonder to many as to what has become of the seed from the crop of about sixteen million bales, which is by far the largest in history, and this is only to be explained by the fact that for the past two or three months we have had much inclement weather throughout the South, which did not enable planters to have seed hauled to the market, and, at the same time, they were unable to have feedstuff hauled to the farms, consequently they fed many thousand tons of seed to their cattle. We also believe many tons were used for fertilizer purposes. Much of the cotton which was not gathered early in the Fall will now never be gathered, as the hands on the farms are now needed for preparing the ground for the new crop. Planters are now about six weeks late in this section getting started and this can hardly be made up since the Mississippi Valley is suffering now from the worst flood in history.—F. W. Brode & Co.

Cedar Rapids, Ia.—Iowa is not a large user of manufactured feeds, but those who generally buy them have not been buying as heavy as usual this season. This is a section where they raise lots of corn and they feed this. Also the season when they were harvesting the oats there was a great deal of rain and these oats were marketable and were fed. The feed which is used here is mostly wheat feeds, oil meal and cottonseed meal. The last named has not been fed very much until the past season, but I believe that it has come to stay and will be fed in large quantities from now on. Alfalfa molasses feeds are used in some sections in large quantities and I am advised that the mills which make this class of feed are sold a month in advance at the present time. With the high price of feed the feeders have bought as little as possible and have not fed nearly as much as usual. Never in the history of the state has there been as much hay shipped in as during the past season. Especially is this true of alfalfa, and I believe that has been a good thing, as a large number of feeders have learned the value of feeding this commodity and will feed more of it another year. For the past two weeks the roads have been nearly impassable and the feeders could not haul very much, which accounts to a large extent for the dull feed trade during the past two weeks, but as they get better I look for better trade, until grass.—Philip M. Smith.

KAFFIR CORN AND THE Southwest.

BY L. E. CONKLIN.

Man is ready to accept any improvement or movement which will be of material benefit to him, but he is slow to adopt these changes. In the old rut, he knows what to expect, he can anticipate the future to a certain extent, and does not have to worry his head about the outcome of any experiments.

It remains for the pioneer to pave the way of advancement. Sometimes from choice, but oftener from necessity, these "forerunners" so far succeed in perfecting their experiments that a new country is thrown open to civilization, a new labor saving device revolutionizes the industrial world, or a Burbank develops a seedless something for the feeding of humanity.

Over twenty years ago the Kaffir corn pioneer began operations in certain parts of Kansas. In the early history of Kaffir farming, this seed was raised for local consumption only. No one thought of shipping it on the market, principally because there was no market for it.

The manufacturers of poultry foods at last found in it a cheap as well as a splendid chicken feed. When they first purchased Kaffir out in bleeding Kansas, the producer was paid but little for his labor. Not enough to induce him to put out an extensive acreage.

Repeated failure of Indian corn on the thin soil of the upland, set the Kaffir farmer to thinking seriously as to the possibilities of some other mortgage raiser besides corn. He knew that the long profits in farming were in the live stock which he sold every year. When the grain upon which he depended to fatten his cattle, mules and horses failed to make a crop year after year, he was forced to find a substitute.

At this stage the pioneer put his stock on kaffir as a full feed. The results were far above his fondest hopes. Horses pulled the plow day after day and were in fine condition all season. Cattle off of the pastures went through the winter splendidly and were fat and sleek in the spring. The milch cows preferred the Kaffir ration to the old one of Indian corn.

The result of this experimentation was an increased acreage of Kaffir and a correspondingly smaller acreage of other grains. Necessity had forced the pioneer into the production of a new ration, a plant which was primarily a hot weather growth, and which never failed to produce a crop.

In the ensuing years the Kaffir farms increased in value, improvements were made and mortgages were lifted. The Eastern consumers found a larger market for their poultry foods which, in turn, helped the price of Kaffir to the farmer.

Last year was one of the driest in the history of the country. As Kansas lay in the path of the hot winds, she saw her corn fields wither and dry away. Every section, almost without exception, has suffered from the consequent high priced feed. Out in the wheat belt the farmers have had the severest struggle in a decade to keep alive their cattle and horses. The same conditions obtained in many sections of Oklahoma and Texas.

How did the Kaffir farmer fare? Early in the fall he began threshing 50ct. Kaffir. The yield was from 30 to 60 bu. per acre. Money was had with which to pay off debts and a little left for a nest egg in the bank.

[Continued on Page 526.]

INTERNATIONAL SUGARED HOG FEED



For Brood Sows

International Sugared Hog Feed contains 22½ per cent protein and is especially valuable for feeding brood sows. Brood sows should be fed this feed during pregnancy as its use will insure strong well formed pigs at birth. Its use should be continued on brood sows during the suckling period as it will insure a good flow of milk for the young. Brood sows will have larger and stronger litters of pigs if given this feed the year around. We recommend the use of 1 to 1½ pounds daily mixed in slop.

For Pigs and Shotes

When two or three weeks old a separate trough should be provided for the young which is not accessible to the dam. *International Sugared Hog Feed* should be fed mixed in equal parts with middlings and fed in slop. Weaning is especially easy with the use of *International Sugared Hog Feed* because it supplies the young with palatable nourishment, the sugar content is especially valuable at this time.

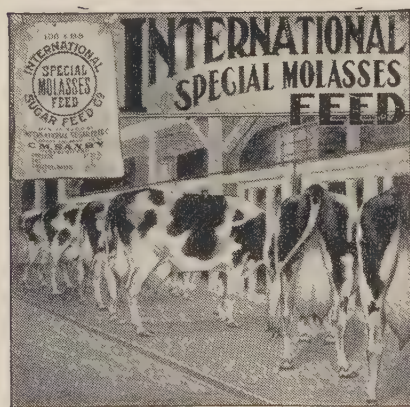
For shotes we advise feeding one-half pound per day mixed with ground grains or middlings. This amount can be increased to 1 pound per day as they reach maturity. It can be fed wet or dry as feeder prefers. It only costs about \$1.00 to feed *International Sugared Hog Feed* to a pig from the time he is weaned until he is ready to go to market at six or seven months, weighing from 225 pounds to 250 pounds. Not only is the feeding period shortened, but an extra gain of 50 pounds or 75 pounds can be obtained on each shote.

For Fattening Hogs

A perfectly balanced fat and bone and muscle building ration can be obtained by feeding one sack of *International Sugared Hog Feed* to every twelve or fifteen bushels of corn or other grain. Corn produces fat but is not a good feed for making bone and muscle. *International Sugared Hog Feed* is a bone and muscle building feed. By the use of 1 pound *International Sugared Hog Feed* daily to each hog in addition to their regular grain feed, more gain will be obtained in two weeks than in three weeks on grain alone. Results are often times much better than this, especially if hogs have not been thriving. From 5 to 10 bushels of corn can be saved for every 100 pounds of *International Sugared Hog Feed* used as directed.

INTERNATIONAL SUGARED HOG FEED contains about 25% Digester tankage and 25% molasses and oil meal combined and 50% ground grains such as oats and barley from which the hulls have been largely removed. We have added just enough charcoal to insure good health and greatly reduce the risk from hog cholera.

INTERNATIONAL SPECIAL MOLASSES FEED



For Dairy Use

International Special Molasses Feed is fed with highly profitable results in combination with home grown grains, mixed in equal parts by weight. The addition of *International Special Molasses Feed* adds bulk to the ration and makes a highly nutritious mixture. *International Special Molasses Feed* should be used as a substitute for bran and **should not** be fed mixed with bran.

The *International Special Molasses Feed* is also fed with good results combined with Gluten or Brewer's Grains, using 200-lbs. *International Special Molasses Feed* to every 100-lbs. of the other feed. These mixtures in connection with a liberal amount of roughage will ordinarily supply sufficient protein and will keep cows in splendid milking condition and at a low feeding cost.

For Fattening Cattle

The *International Special Molasses Feed* has been used with wonderfully good results combined in equal parts with corn or fed in connection with fodder corn. By using the above mixture more gain will be obtained from the same number pounds of feed and the feeding period will also be

shortened. It gives cattle a fine finish and makes them top the market.

For Sheep

The *International Special Molasses Feed* has been thoroughly tested as a feed for sheep and has given paying results in every test. The molasses contained in this feed aids digestion and will keep sheep in thrifty condition and materially adds to the weight of the fleece. The *International Special Molasses Feed* can be used as an entire grain ration, or can be fed in combination with ground home grown grains or middlings.

For Horses

The *International Special Molasses Feed* being easily digested and nutritious, is far superior to bran for mixing with home grown grains to the extent of ½ or ⅓ the ration. Horses are kept in better flesh and in better condition for hard work and on a less amount of feed by using the above mixture.

The *International Special Molasses Feed* is composed of ground grains such as oats and barley, cotton seed meal and molasses, which is afterwards dried into a granular form of sugar. The molasses contained in this feed supplies the stomach with the natural digestive juices of the sugar cane, thus promoting perfect digestion and assimilation of the entire ration.

WE GIVE DEALERS EXCLUSIVE AGENCY AND WILL DO LOCAL ADVERTISING THAT WILL START A LIVELY DEMAND FOR THESE FEEDS. NOW IS THE TIME TO HAVE A BIG SALE ON THE INTERNATIONAL SUGARED HOG FEED FOR BROOD SOWS AND YOUNG PIGS, ALSO ON THE INTERNATIONAL SPECIAL MOLASSES FEED FOR CATTLE, HORSES AND SHEEP.

IF WE ARE NOT REPRESENTED IN YOUR TOWN, IT WILL PAY YOU TO SECURE SOLE AGENCY. WRITE US AT ONCE FOR SAMPLES, PRICES AND ILLUSTRATED BOOKLET.

INTERNATIONAL SUGAR FEED COMPANY

Mills at Minneapolis and Memphis

M. W. SAVAGE, President

MINNEAPOLIS, MINNESOTA

Office of
INTERNATIONAL SUGAR FEED CO.
MINNEAPOLIS, MINN.

OPEN LETTER TO ALL DEALERS

Our business so far this season is double that of last season.

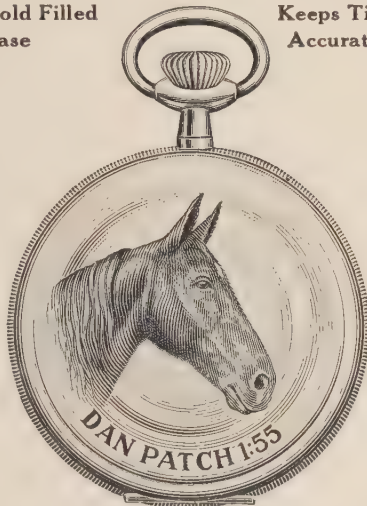
Our business for March was the largest of any month up-to-date.

We have determined to make April 1912 the biggest month in the history of our business.

Owing to the scarcity and high price of both corn and oats, there is certain to be a good demand for feed until another crop is raised.

20-Year
Guaranteed
Gold Filled
Case

Stem Wind
Stem Set
Keeps Time
Accurately



Equal to any \$75 Stop Watch

\$21.50 Dan Patch Gold Stop Watch Free With Every Car of International Sugared Feeds Ordered From Us at Current Quotations During April 1912. We will pay you \$21.50 for this watch if not found exactly as represented. This cut shows exact size of watch.

This offer is made to induce dealers who have not yet handled our feed to place a trial order for a carload. It is not necessary for us to make an offer of this kind to secure orders from our regular customers but in fairness to them, this offer is also open to all of our regular customers and we will be pleased to send any of our dealers one of these watches for every carload order received during April at current prices.

There has been no advance made in the price of our feed to cover the cost of watch. This watch is free of cost. We are still quoting the International Special Molasses Feed at several dollars per ton below ordinary mill feeds and are offering the International Sugared Hog Feed at a price considerably below oil meal. We will ship mixed cars of these two feeds and can make prompt shipment.

This offer will be closed as soon as 250 cars are booked for April shipment. Orders should reach us not later than April 15th if you wish to make sure of receiving one of these watches.

INTERNATIONAL SUGAR FEED CO.
MINNEAPOLIS, MINN.

Kafir Corn in the Southwest.

(Continued from page 523.)

He had a world of roughness in the shape of Kafir stalks. His bins held a grain that was equal to corn as a fat producer. Any day he could sell his farm for \$30.00 per acre more than he could have gotten ten years before. The world has begun to sit up and take notice of the Kafir farmer, who no longer is conducting an experiment, but who has blazed the way for the Southwest to circumvent the ravages of Old Sol and thereby produce a profitable crop.

Next year will see the acreage of Kafir corn in Kansas, Oklahoma and Texas increased many per cent. Farmers in this section are crying for a corn substitute which will always make a crop, and in Kafir they have found it.

In Butler Co., Kas., there were 100,000 acres of Kafir last season. The average yield was close to 30 bu. on a conservative estimate. This 3,000,000 bus. figured at 50cts. leaves a balance for the farmers of this locality of \$1,500,000.00. All this in a dry year when other sections were suffering from famine and starvation prices.

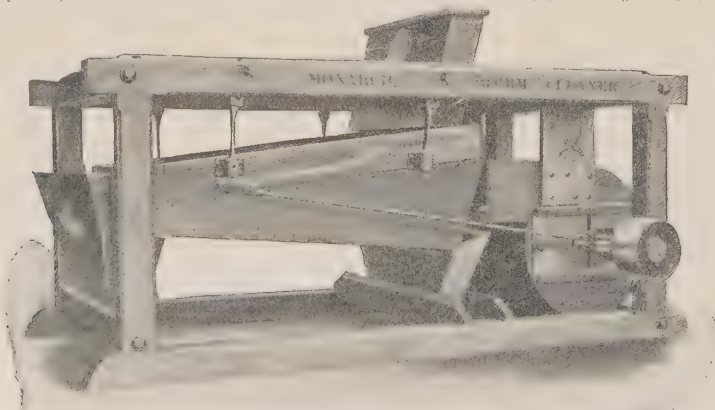
The Kafir pioneer has successfully demonstrated that this grain will produce a crop every year, regardless of sun or rain; that it has splendid feeding value; that it is the most profitable upland crop, and that it is worthy the study and attention of every farmer in the Southwest.

Corn Germ Cleaner.

Economy in handling the varied products of corn mills and glucose factories leads to a specialization of mechanical equipment of which the corn germ cleaner illustrated herewith is a good example.

It is a difficult matter to make a perfect separation without losing more or less good germ, which, if not removed, will absorb its full capacity of oil as soon as it is forced from the germ, thus reducing the output to a very considerable extent, and leave the oil with a quantity of dust, which must be eliminated in the refining process.

The corn germ cleaner shown in the engraving is the only machine of its kind, and will remove all foreign substances which must necessarily get this far with the germ. It floats them to the surface over the tail of the machine, leaving the germ clean of hulls and dust to go to the oil press. The air current is controlled by four valves, two on each side of the fan case. The machine can be adapted to handling meal, grits and middlings. Additional information will be furnished on application to the manufacturers, Sprout, Waldron & Co.



The Monarch Corn Germ Cleaner.

Exports of Feedstuffs.

Oil cake exported during the seven months prior to Feb. 1, 1912, included 37,970,725 lbs. of corn oil cake, 830,858,989 lbs. of cotton-seed oil cake and 338,540,175 lbs. of linseed oil cake, compared with 45,984,729 lbs. of corn oil cake, 496,034,441 lbs. of cotton-seed oil cake and 342,652,358 lbs. of linseed oil cake exported in the similar period in 1910-11.

Bran, middlings and mill feed exported during the seven months prior to Feb. 1 amounted to 76,032 tons; compared with 27,991 tons exported in the similar period during 1910-11. Exports of dried grains and malt sprouts prior to Feb. 1 amounted to 41,092 tons; compared with 41,008 tons in the similar period in 1910-11. We exported rice bran and polish during the seven months prior to Feb. 1 to the extent of 9,151,368 lbs., compared with 12,148,492 lbs. in the similar period in 1910-11, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice flour, rice meal and broken rice during the seven months prior to Feb. 1, 1912, aggregated 101,838,901 bus., compared with 120,281,185 bus. imported in the similar period of 1910-11. In the seven months prior to Feb. 1 we exported 24,782,562 bus. of rice, compared with 3,952,994 bus. exported in the corresponding period of 1910-11. In the seven months prior to Feb. 1 we re-exported 4,757,778 bus. of foreign rice and 1,530 bus. of rice flour, rice meal and broken rice; compared with 3,118,664 bus. of rice and 11,326 bus. of rice flour, rice meal and broken rice in the similar period of 1910-11, as reported by O. P. Austin, chief of the Bureau of Statistics.

Harvey W. Wiley, late chief chemist of the U. S. Dept. of Agriculture, has become contributing editor of a New York housekeepers' magazine, and will have charge of a bureau of foods, sanitation and health at Washington.

Rosenbaum Bros., Chicago, are sending out a calendar post card for the month of April, bearing a marvelously life-like reproduction of a beautiful young woman, who holds enticingly between her pearly teeth two red cherries—the first ripe ones she has found. Beneath is a little exhortation which reads: "Don't wait until cherries are ripe to give us your business." Every grain dealer "not otherwise engaged" should have one of these calendar post cards, for after one glance at the picture of the young woman he will need a calendar to tell exactly where he's at.

Supreme Court Decisions

Delivery Validates Oral Contract Over \$50.—An oral contract for the sale of personal property valued above \$50 becomes valid on delivery of the property.—*Pad-dock v. Hatch*. Supreme Court of Michigan. 134 N. W. 990.

Usages of Trade are not recognizable in law unless they have the essential elements of certainty, notoriety, and continuity, bringing themselves home to the knowledge of those who are concerned in the trade or business to which they pertain.—*Johns v. Jaycox*. Supreme Court of Washington. 121 Pac. 854.

Crop Mortgage.—While a cropper has a "mortgageable interest" in the crop, this interest cannot be subjected to levy and sale under the mortgage until the cropper acquires title, and this he cannot do "until there has been an actual division and settlement" with the landlord.—*Fountain v. Fountain*. Court of Appeals of Georgia. 73 S. E. 1096.

Railroad Must Pay for Grain Doors.—Where a shipper is compelled to furnish bulkheads or doors inside cars for the proper shipment of his goods, the promise of the carrier to pay therefor is implied, and the expense may be recovered by the shipper.—*Carmer v. New York Cent. & H. R. R. Co.* Erie County Court. 133 N. Y. Supp. 627.

Notice to Claimant of Adulterated Food.—The giving of notice under Food and Drugs Act June 30, 1906, c. 3915, § 4, 34 Stat. 769 (U. S. Comp. St. Supp. 1909, p. 1189), to claimant, of food found by the Department of Agriculture to be adulterated, is not a prerequisite to the duty of a district attorney, under section 5, to proceed to enforce the penalties of the act.—*United States v. Seventy-Five Barrels of Vinegar (Spielman Bros. Co., Claimant)*. U. S. District Court, Northern District of Iowa. 192 Fed. 350.

Crop Mortgage.—Where a tenant renting on shares abandoned the crop before its completion, and chattel mortgagees of his interest brought suit for conversion against the landlord who had taken possession of the entire crop, an instruction as to plaintiffs' damages if the landlord had refused permission to plaintiffs to enter the field was proper; entrance being necessary to properly protect the crop, and the landlord having made claim of ownership to the entire crop.—*Meador v. Cullison*. Supreme Court of Colorado. 120 Pac. 145.

Seizure Under Food and Drugs Act.—The notice required by Food and Drugs Act June 30, 1906, c. 3915, § 4, 34 Stat. 769 (U. S. Comp. St. Supp. 1909, p. 1189), to be given at the seizure of adulterated food and proceedings for its condemnation, affords ample opportunity to the owner to appear and defend; and if upon a final hearing the food is condemned, he is not deprived of any property without due process of law.—*United States v. Seventy-Five Barrels of Vinegar (Spielman Bros. Co., Claimant)*. U. S. District Court, Northern District of Iowa. 192 Fed. 350.

Grain Inspection Fees.—The provision of grain inspection law, § 14 (Hurd's Rev. St. 1909, c. 114, § 146), enacted in 1871, that expenses for grain inspection shall be paid by the inspector out of the fees charged, being manifestly in violation of Const. art. 4, § 17, cannot be supported upon the theory of contemporaneous legislative construction; for the obvious intent of the Legislature was merely to create a fund to render the service self-supporting, and not to provide as to its disbursement.—*Chicago Board of Trade v. Cowen*. Supreme Court of Illinois. 96 N. E. 1084.

Attachment on Crop for Rent.—In a case where the undisputed evidence and admitted facts show that the tenant had paid the landlord no rent for a farm, but had removed a large portion of the crop grown thereon and deposited the same in an elevator in a town, it was error for the court to refuse to sustain an attachment brought under section 4101, Comp. Laws 1909.—*Turner v. Wilcox*, Supreme Court of Oklahoma, 121 Pac. 658.

Enforcement of Commission Merchant's Lien.—Where a factor who has made advances on the credit of goods consigned to him for sale demands repayment and the principal refuses, the factor may, after reasonable notice, sell enough of the property to satisfy his lien, though in so doing he violates his principal's instructions, and, where the sale is made in good faith for the best price obtainable, the principal is liable for any deficit.—*Duffy v. England*, Supreme Court of Indiana, 96 N. E. 704.

Legal Duty to Install Dust Collectors.—In an action for the death of an employee from a dust explosion in an elevator, where the evidence of an expert witness for the plaintiff tended to show that a system of dust collecting in such elevators or mills was general and effective to diminish danger from dust explosions, so that the neglect to use such a system was the neglect of a legal duty, testimony by the expert as to how his dust collecting system operated so as to avoid dust explosions was admissible as bearing upon the issue made by the evidence.—*Barney v. Quaker Oats Co.* Supreme Court of Vermont, 82 Atl. 113.

Arbitration.—Where defendant, a member of an exchange corporation of commission merchants, appealed from an adverse decision of the arbitration committee of his branch league to the branch committee, and thence to the national executive committee, as he was entitled to do, the fact that one of the members of such appellate tribunals was also a member of the original arbitration committee that heard the controversy did not disqualify him, or show that defendant had not been heard by an impartial appellate tribunal.—*National League of Commission Merchants of United States v. Hornung*, Supreme Court of New York, 132 N. Y. Supp. 871.

Burden of Proof on Carrier.—Proof of delivery of an interstate shipment to the initial carrier, and of failure to deliver the same to the consignee, raises a presumption of negligence, so as to give rise to the liability imposed by the Carmack amendment of June 29, 1906, to the interstate commerce act of February 4, 1887, for loss or damage caused by it or any other carrier in the chain of transportation, and casts upon it the burden of proving that the loss resulted from some cause for which such initial carrier was not responsible in law or by contract.—*Galveston, Harrisburg & San Antonio Ry. Co. and the United States Fidelity & Guaranty Co. v. L. V. Wallace*, Supreme Court of the United States, 32 Sup. Ct. Rep. 205.

Liability of Carrier for Grain Doors.—The furnishing of lumber for grain doors for a grain car was not the furnishing of "privileges or facilities" within Interstate Commerce Act Feb. 4, 1887, c. 104, § 6, 24 Stat. 380 (U. S. Comp. St. 1901, p. 3156) as amended by Act June 29, 1906, c. 3591, § 2, 34 Stat. 586 (U. S. Comp. St. Supp. 1909, p. 1153), requiring the schedules filed by a carrier with the Interstate Commerce Commission to state the privileges and facilities granted or allowed by the carrier, and the fact that a carrier's printed schedule did not show that inside doors were furnished in grain cars would not prevent a shipper, who furnished material for constructing grain doors in cars furnished him for shipping grain, in order to make the cars available for use, from recovering the expense of such bulkheads from the carrier; the carrier being under a common-law obligation to pay such expense.—*Loomis v. Lehigh Valley R. Co.* 132 N. Y. S. Supreme Court of New York, Appellate Division, 132 N. Y. S. 138.

Books Received

THE SOYBEAN AND COWPEA is a 9x6 pamphlet of 20 pgs. by C. G. Williams and F. A. Welton, containing illustrations and tables and a fund of valuable information on the two subjects. Bulletin 237. Ohio Agri. Exp. Sta., Wooster, O.

RICE BLIGHT is a study of the causes for rice failing to yield grain, showing it is not a disease and may be prevented by aeration of the soil. By John S. Collier. Circular No. 156; illustrated; 19 pages. Illinois Agricultural Exp. Sta., Urbana, Ill.

THE MAIZE is a quarterly magazine of which the first number was issued in February devoted to the interests of the employees and patrons of the Chicago Great Western Railroad, the "Corn Belt Route." Chicago Great Western Railroad, Chicago, Ill.

HOW TO GROW ALFALFA is the title of a bright little pamphlet by A. T. Wiancko and M. L. Fisher, which contains a fund of valuable information on the raising of the great forage plant with special care devoted to the discussion of the problems that arise during the sowing period. Illustrations and tables. 15 pgs. Purdue University Agri. Exp. Sta., Lafayette, Ind.

THE BALTIMORE BOOK has been published by the municipality of Baltimore to supply accurate information concerning the city, its resources, its general development and its municipal activities. A chapter and four of the many excellent engravings are devoted to the grain terminal facilities. Paper, 5x8; 130 pages; profusely illustrated. Distributed by Wilbur F. Coyle, City Librarian, Baltimore, Md.

CORN AND OATS PRODUCTION is a 9x6 illustrated pamphlet of 18 pgs. by Henry G. Bell, agronomist, and contains some valuable information on the subject of seed corn and the planting and care of a corn crop in its early stages. Oats are also discussed in a general way. Several tables giving the range of temperature and rainfall in several prominent corn growing states are also given. Bulletin No. 2. Middle West Soil Improvement Com'te of the National Fertilizer Ass'n, Chicago.

THE MILLERS ALMANACK is a collection of information of value to millers and grain dealers nowhere else obtainable in such concise form. In an interesting way the book describes each of the leading grain markets. Included in the mass of trustworthy data compiled by Frederick J. Clark are tariffs of the world on wheat and flour; import and export duties; lists of officers of all millers' clubs and ass'ns; conversion of foreign moneys; flour trade rules, and carefully tabulated statistics of the grain and flour trades. Published by the Northwestern Miller, Minneapolis, Minn. Price, 50 cents.

FLOUR MILL FUMIGATION, by W. H. Goodwin, fully explains methods of ridding mills of the Mediterranean flour moth by hydrocyanic acid gas or high temperatures. Cyanide fumigation is rather well understood, and more interest lies in the details of the experiment with heat. In one mill, in June, 1911, the temperature was raised by the steam heating apparatus from 95 to about 125 degrees F. All the mill insects were killed, and a number of insects which had been brot into the mill for test also were killed, including *Calandra granaria*, the grain weevil; *Calandra oryza*, the rice weevil; *Silvanus surinamensis*, the saw toothed grain beetle. Several of the insects killed were in the three stages: larval, pupal and adult, but all succumbed. Bulletin 234; 14 pages; illustrated; Ohio Agricultural Exp. Sta., Wooster, O.

WHEAT BREEDING EXPERIMENTS. A brief historical sketch of wheat culture in Nebraska, together with charts showing the principal wheat growing areas. The total yield for the last decade was twice that of the preceding, and about four times that of the decade 1870-1880. The increase is largely due to increase in culture of Turkey Red wheat, which first came into the state about 1890. The improvement of Turkey Red wheat was taken up by the Nebraska Experiment Station in 1902, and has been continued since. Single heads and plants were selected from large fields, and the product of each head increased until sufficient had been secured to plant test plots in the fields. Field tests with each strain were conducted for four years to determine the best. The yield of 26 pure strains varied from 28.8 bushels to 40.7 bushels, as a four-year average, while the original Turkey Red wheat averaged 35.1 bushels under the same conditions.—Bulletin No. 125; Nebraska Exp. Sta., Lincoln, Neb.

RAILROAD

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Did you know we are collecting 80c per car from some of the railroads to pay the country elevator operator for the labor and expense of material used outside of grain doors to prepare each car before loading?

IF NOT, WRITE US
Send us your old and declined claims

We collect loss in transit claims regardless of Leakage Reports.

Deterioration in transit claims collected.

WE COLLECT 'EM on commission—No collection, no charge.

Our manager was in the grain business at the Kansas City Board of Trade for 16 years.

Our General Attorney is a practical railroad attorney.

CLAIMS

Donaldson & Co.

Suite 1002 Gloyd Bldg.,
Kansas City, Mo.,

Reference: Commerce Trust
Co. Established 1907.

C. W. DONALDSON, Mgr.
GLENN R. DONALDSON, Gen. Atty.

Supply Trade

Peoria, Ill.—Graham & Seltzer have succeeded to the supply dep't of M. M. Baker & Co.

Chicago callers: C. L. Aygarn, Mgr., Challenge Mfg. Co., Seneca, Ill.; J. W. Vaughan, Pinckneyville, Ill.

Chicago, Ill.—F. H. Morley, Jr., representing the Invincible Grain Cleaner Co., has removed to suite 311, Traders Bldg.

Maroa, Ill.—S. A. Friedman, mgr., of the Maroa Mfg. Co., died Mar. 6. H. P. Harpstrite will take charge of the business for the present.

The Weller Mfg. Co., which makes grain elevator and power transmission machinery, has increased its capital stock from \$10,000 to \$100,000.

Poor copy wastes the advertiser's money and careless space buying burns it, while good copy and space in the right mediums invariably prove profitable.

Shiloh, O.—The New Idea Seed Cleaner Co. has been incorporated with capital stock of \$12,000, for the manufacturing of grain and seed cleaning machinery.

Minneapolis, Minn.:—Every indication is that we will have a prosperous year. The outlook for new elevators is very favorable at the present time.—T. E. Iberson.

Indianapolis, Ind.—It looks as tho there is going to be many new elevators this year. We have closed up several good contracts.—C. E. Flora, Reliance Constr. Co.

Jackson, Mich.—The Rayner Engine is the name of the new engine recently brot out by the Field-Brundage Co. This engine is of the hopper cooled self-contained type, in 2½, 5½ and 7 h. p. sizes.

Chicago, Ill.—Fairbanks, Morse & Co. have issued their catalog No. 91, full from cover to cover with valuable information on gas engines. To any reader of the Journal it will be sent free upon request.

Lansing, Mich.—The Gifford Engine Co. has been organized with capital stock of \$50,000, for the purpose of manufacturing gasoline engines. At present only

one type of engine of small horse power will be made.

Milwaukee, Wis.—The first annual national gas engine show, to include everything in gas power and allied lines, will be held here June 17-22d, in connection with convention of the National Gas Engine Ass'n.

Buffalo, N. Y.—The Noye Bros. Co. has been incorporated with \$5,000 capital stock and will engage in the construction and repair of mill machinery. The directors are A. A. Noye, R. K. Noye, Jr., and Elizabeth M. Nauth.

Peru, Ind.—The Model Gas Engine Works has increased its capital stock to \$300,000 and will build a large plant at Pittsburgh, Pa. The plant will be continued at Peru and E. A. Myers, gen. mgr., will have charge of both institutions.

Winfield, Kas.—This has been a long, steady winter, with more than the average waterfall, and I believe the wheat prospects are good. I expect a good business in the elevator and alfalfa mill building line if the present conditions continue.—Wm. W. Lockwood.

Hutchinson, Kan.—The severity of the winter has handicapped building operations in this vicinity, but as soon as the weather will permit there will be a great deal of this kind of work, as the crops have an elegant chance to be bumper, if the green bug or some other "varmint" don't bob up.—W. D. Short.

New York, N. Y.—The Brown & Duvel Moisture Tester, manufactured by the Kny-Scheerer Co., as well as their germinating chamber, seed mixer and sampler and mechanical air blast seed separator, have been awarded the grand prize at the International Exposition of Industry & Labor, held in Turin, Italy, in 1911.

Moline, Ill.—M. M. Snider, for twenty-five years an agent for the Barnard & Leas Mfg. Co., died Mar. 15, in Wichita Falls, Tex., at the age of 68. He represented the company in Iowa, Nebraska and adjacent territory, making Des Moines his headquarters. He had many friends in the trade he had served long and well.

Milwaukee, Wis.—The increased cost of jute bags within the past three weeks, which includes a jump in the price from \$15 to \$25, is due, according to bag man-

ufacturers, to the short shipments of burlap from Calcutta during the months of December and January. The shortage will probably continue for another month or two. The burlap famine has also caused a marked advance in the price of Osnaburgs and heavy crown cotton goods.

Nome, N. D.—Albert Hoiland has secured a patent upon a machine which he asserts will solve the problem of separating wild from cultivated oats. Operating by means of a cloth screen, it is said to separate the oats as carefully as tho picked over by hand, and at a minimum cost, cleaning 400 bus. of oats with 15c worth of cloth. Several local business men are preparing to bring the matter before the commercial club, looking toward the locating of a factory here, in case the machine performs fully in accordance with the claims made for it.

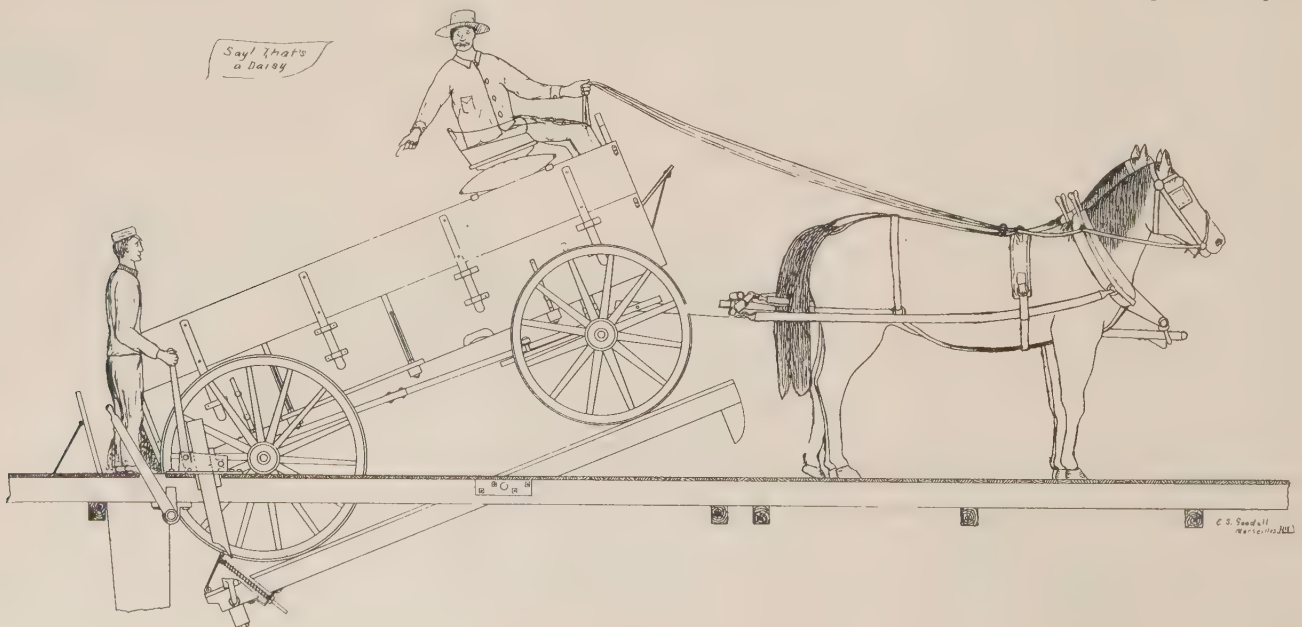
Milwaukee, Wis.—Receivers just appointed for the Allis-Chalmers Co., by Judge Sanborn are D. W. Call, pres., and Otto H. Falk. The proceeding probably is intended to facilitate the early reorganization of the company, the court directing the receivers to continue the business, so that all its assets and interests will be fully protected. A plan suggested, but not carried into effect, was to levy an assessment of \$20 on each share of preferred stock and \$10 on common stock, in this manner providing over \$5,000,000 for working capital and liquidation of the indebtedness due the banks. The company's plants are in a magnificent condition, but there has never been enough business to keep them running in full, another great drawback being the lack of working capital.

An Improved Wagon Dump Brake.

A new style of wagon dump stop and brake which already has been installed in many grain elevators since the letters patent were issued in October, 1911, is illustrated in the engraving herewith.

The inventor, for many years operated an elevator on his own account and became familiar with the shortcomings of the contrivances then in use. After considerable experimenting he devised a dump stop and brake which is claimed to work to perfection.

Hinged at the ends of the dump logs are steel wagon stops which are pressed down flush when the wagon wheel passes



over, rising up behind the wagon as soon as the wheel has passed over, and thus locking the wagon against rearward movement. A stout spring keeps the stop in elevated position.

A lock operated by one of the two levers retains the dump in level position.

Control of the drop is given by the brake on a wooden bar passing thru a slot alongside the dump log and securely jointed to the end of the log at its lower end. The weight of the loaded wagon pulls the wooden bar down thru the slot, but its speed of movement is restrained and controlled by the pressure of the lever held by the operator. The dump can be adjusted to open at any angle desired, and it has no gearing, chains, cranks, tackle or rope. No oil is required. It can be attached to any drop dump.

The easy operation of this dump pleases the farmer, as it does not frighten the horses nor damage the wagon. The elevator man likes it because he has no pulling or pushing to do. Additional information will be given Journal readers on application to the manufacturers, the Challenge Manufacturing Co., Seneca, Ill.

Commendable Pluck and Industry.

Less than two months ago occurred the fire which destroyed a part of the plant of the Barnard & Leas Mfg. Co., of Moline, Ill.

To most firms this would have been a calamity. All the more so as they had the machinery for a number of large contracts about ready to ship and this was practically all destroyed. Barnard & Leas, however, did not hesitate for an instant. While the fire was still burning plans were being made for the future. These plans included a new plant so much larger and better than the old one that what seemed at first to be a calamity will in the end prove to have been a benefit.

As soon as the fire was over stock was taken to see what part of the plant was still available for use. The foundry was found to be uninjured as well as most of the patterns. The warehouse with a large stock of completed machines was in a separate block, as was also the lumber yards, so that these were uninjured. The office with all its records, modern drafting room with all its plans, tracings and blue prints as well as the bolting cloth department with its stock of silk, tape, cloth, etc., was also unharmed.

Temporary quarters were at once secured where a large amount of machinery, shafting, power connections, belting, cranes, etc., were already installed and ready for use. A large amount of new machinery was ordered at once and in about ten days after the fire orders were being filled with reasonable promptness.

Today a visitor entering these quarters would be surprised at the amount of work that is being done. Unless he had seen the fire or been told about it, he would never imagine that such an event had taken place.

Work on the new plant has already been started and in a short time Barnard & Leas Mfg. Co. will have a plant that will be a source of pleasure as well as profit to them. In this plant they will be enabled to get their work out in a much more prompt, economical and satisfactory manner than formerly.

We get splendid shots from the Grain Dealers Journal. From its crop reports from different localities we get information that we can rely on.—U. G. Barnes, mgr. of The Lemon Milling Co., Plainville, Ind.

OPPOSE ANTI-OPTION Legislation.

Washington, April 8.—"Abolish the grain exchanges and you will create in the grain business the same monopolistic conditions that prevail in the beef industry."

That was one of the telling points in the arguments of the representatives of the grain exchanges before a sub-committee of the House Committee on Agriculture against the score of bills now pending in that committee and designed to prevent trading in futures. The grain men told the Congressmen that the speculator was a necessary factor in the industry and that his activities benefited farmers, shippers, millers and consumers alike.

The sub-committee which has been ordered to make a report on the twenty-four bills introduced in the House aiming to shut off trading in futures in cotton and grain is composed of the following five members: Beall, Texas, chairman; Lever, South Carolina; Candler, Mississippi; Plumley, Vermont, and Hawley, Oregon. None of the large grain growing states was represented in its personnel, but three of its members come from the cotton country. These southerners are interested in putting an end to future trading in cotton, and in quizzing the grain men it developed that while they are not particularly interested in conditions in the grain trade, they were anxious to bring out facts which would strengthen the case of the opponents of the cotton exchanges. It was admitted that the stronger case the grain men made out in behalf of their methods of trading, just so much thunder would be added to the arguments of the cotton exchange men. Thus so far as the committee is concerned the question of suppressing the grain option business is bound up to a certain degree with the cotton trade conditions.

All the grain men who appeared to give testimony were briskly cross-examined by the Congressmen, who sought to show that there was an undue amount of gambling in the grain exchanges, that the farmers were opposed to trading in futures and that the grain exchanges could change their business methods so as to conform with the proposed legislation, which places criminal liability on dealing in future contracts where there is no intention to deliver the cash grain.

Chairman Beall sought to develop by questioning that if business in other farm commodities could be carried on without dealing in futures that the grain industry could do the same. The grain dealers concentrated their arguments to show that Mr. Beall's theory was economically unsound. The committee was told that if the small grain dealer was forced out of business, as he surely would be in case the anti-option bills were passed, the business would be thrown into large groups of capital and there would be a repetition of the conditions in the packing industry. The Congressmen showed little desire to question this condition and it was allowed to stand on the committee's record without refutation.

The grain men declared that the bills would throw their business into the control of the courts. Their questioners made a start at probing into alleged evils in the exchanges, but in the opinion of those present at the hearing made practically no progress along this line.

President John C. F. Merrill of the Council of Grain Exchanges opened the arguments for the grain men and introduced the other speakers. He told the commit-

tee that the principal question was: Do the grain states desire this legislation? He explained that the burden of risk existing between the producer and the consumer, that is, the insurance against fluctuations in the market prices, must be borne by some one. The exchanges were assuming this risk and hence performing a useful economic service. Conditions complained of in the Chicago Board of Trade, he said, had been remedied. A distinct injury would be done to the grain country if an attempt were made to place the burden of risk by law. Rules had been enacted on the Chicago Board of Trade to prevent corners and corners were no longer possible. He cited the rules of the Board of Trade to prove this.

At this point Mr. Merrill was besieged with questions. Congressman Hefflin of Alabama wanted to know how many exchanges there were, how many grades were used in future contracts, and finally, what per cent of Chicago Board of Trade contracts were actually filled. Mr. Merrill said he could not give the percentage, but added that there would probably be no objection to keeping a record of the filling of contracts.

Somebody raised the question of the famous Patten "corner."

Mr. Merrill said that this transaction was much misunderstood, that it had had beneficent results, had kept a tremendous amount of wheat from being exported and had kept the price down.

Congressman Sims of Tennessee got into the discussion. He wanted to know if the rules of the Chicago Board would prevent a repetition of the Patten episode, and declared his belief that speculation figures in determining prices.

"You liquidate bets with bets, don't you?" queried the Congressman.

"I object to the use of the word 'bet' in this connection," replied Mr. Merrill.

Mr. Merrill explained the operations of the price-fixing committee of the Board in closing out deals where the buyer defaulted. Congressman Lever questioned the wisdom of such practices.

H. N. Sager of Chicago followed Mr. Merrill. He said he represented the country shippers, was in fact a sales agent and handled grain from 600 different towns. He said there must be speculative agents to absorb the risk of business arising between the producer and consumer. If these agents did not absorb the risk, the country producers must assume it and charge extra for it.

Mr. Sager cited conditions in the hay business, in which no speculative market exists. At certain seasons of the year, he said, that market was temporarily glutted because there were no speculative buyers. In barley, too, he said, in which there existed no speculative market, conditions prevailed calculated to depress prices, as when maltsters and brewers combined to keep prices down. Without a speculative market similar conditions would prevail in the grain business. He denied that the law of demand, rather than the speculative buyers, was the steadying force in the grain market. He impressed upon Congressmen that exchanges were not price-fixing institutions, but were merely places for buyers to meet sellers. There could be no doubt of their benefit to farmers.

George H. Davis, president Kansas City Board of Trade, reminded the legislators that suppression of future trading would result in monopolistic conditions. Mr. Davis filed letters from Kansas City bankers protesting against the proposed legislation. Questioned as to his connection with the Chicago Board of Trade and as to the relation of other exchanges with that Board, he assured the Congressmen that all the exchanges were acting independently and had different rules. There were no secret agreements.

George A. Schroeder, Milwaukee Chamber of Commerce, said: "We must have future trading. The miller cannot do without it and the producer cannot do without it. It injures neither the producer nor the consumer, but benefits both. Eliminate the gambler if you can, gentlemen, but do not restrict legitimate business."

John L. Messmore, St. Louis, pointed out how the farmers took advantage of "hedging" in their cattle feeding operations. He said if future trading were abolished the grain business would be set back to conditions of 50 years ago.

C. A. Magnuson, Minneapolis, declared the Chamber of Commerce, which he represented, was opposing "as a unit" the proposed legislation. He quoted from the report of a Congressional Committee of 1900 to show that its findings supported the theory of speculation as a legitimate aid to the facilitation of marketing of farm products.

Patents Granted

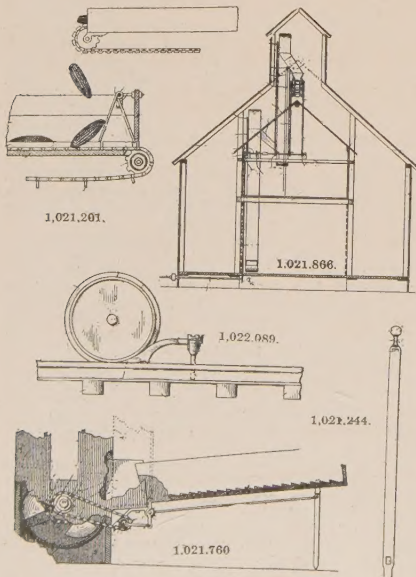
Elevator and Conveyor. No. 1,021,760. (See cut.) Peter B. Camp, Washington, Ill. The combination with an elvtr. and a conveyor having its end within a chute communicating with an interior one, an arm supported between the ends of the chute having the conveyor pivoted to one end and means of imparting a vibratory motion to the other end, the conveyor tilting on the arm relative to the chute.

Conveying Apparatus. No. 1,021,866. (See cut.) John H. Gilman, Ottawa, Ill. The combination with a barn having a central driveway with cribs on either side and a bin over it, of an elevator having its discharging end in the center of the top of the barn, a number of stationary horizontal conveyors extending from the discharging end, having drop bottom sections and inclined roof sections over the bin, provided with doors directly beneath the drop bottoms.

Car Starter. No. 1,022,089. (See cut.) Chas. X. Johnson, Morris Run, Pa. The combination of a lever, having an anchor piece pivotally connected to it, curved lugs on the lower end of the anchor piece arranged to engage under the head of a rail, a curved fulcrum bar having a reduced end projecting thru an opening in the lever and fastened to it by a pin, the free end of the lever having a general foot shape with an extended toe portion to be inserted under the wheel and a heel portion to fulcrum on the rail.

Car Seal. No. 1,021,244. (See cut.) Emil G. Gebauer, Chicago, Ill. A seal lock comprising a strip, one end with a recess and the other end with a head provided with recesses on opposite sides and a neck joining the head to the strip, the neck being formed by bending the edges of the strip outwardly, the bent-up edges being shaped to form catches which are adapted to enter the first mentioned recess and a cap inclosing the neck and head of the strip, the cap having indentations which enter the recesses of the head and the strip having a tongue which fits over the edges of the cap at one side of the mouth thereof.

Chute Attachment for Corn Shellers. No. 1,021,201. (See cut.) Nels L. Larson, Vilisca, Ia. In an agitator for the feed chutes of corn shelling machines, the combination with an elevator which delivers to a chute, the chute having closed sides and lower end and a corrugated bottom, the lower end having an opening



opposite the grooves in the corrugations, sprocket wheels across the extremities of the chute, endless chains passing around such wheels and along the grooves of the corrugations and having pins rising from their links in staggered relation to each other, a pivotal support carried by the trunk of the chute at its lower end, a series of collars thereon and a series of shifting bars having eyes at their upper ends mounted on the support between the collars and flat bodies hanging from the eyes and adapted to be struck by the pins.

How to Prevent Fire Starting.

The Grain Dealers Fire Insurance Co. has just issued a neat little booklet entitled "How to Prevent Fire Starting In An Elevator" which has been written up from suggestions received from the men in charge of elevators insured by the company. In all 3,967 opinions are reproduced, which makes an admirable guide in the search for possible ways in which fires may start. The theory is that "the men on the job" are likely to have more practical opinions on the troubles which may arise, since they are in closer touch with the situation.

The booklet contains, besides the introduction, sections devoted to elevator building, power house, office, cob house, cob pile, dust and chaff house, matches, smoking, pulleys, belting, and shafting, bearings and boxings, railroad hazard and suggestions in general.

It is safe to say that if all the suggestions in the booklet were to be followed the loss from fire would be reduced to a minimum.

Told by the Crop Expert.

"The greatest curiosity I ever came across in the course of a long experience," said the first broker, "is a man who comes into our office every day, watches the ticker like a hawk for five hours, and pays cash for everything he buys."

"I can beat that by a mile," replied the second broker. "A man came into our place a while ago and started to trade actively in Reading and Union on a five-point margin. He had \$5,000 when he began. In six months he had \$50,000. Then he put his money into first mortgage bonds—and quit."

The first broker looked almost dazed. "I hate to do it," he murmured, "but I've just got to. You're a liar!"

Imports and Exports of Beans.

Beans and dried peas amounting to 1,089,659 bus. were imported during the seven months prior to Feb. 1, 1912; compared with 709,837 bus. of beans and no dried peas imported in the similar period of 1910-11. In the seven months prior to Feb. 1, we exported 247,289 bus. of beans and dried peas; compared with 194,883 bus. in the corresponding period of 1910-11. In the seven months prior to Feb. 1, 1912, we re-exported 12,098 bus. of foreign beans and 110,445 bus. of foreign dried peas; compared with 8,218 bus. of foreign beans and no foreign dried peas in the similar period of 1910-11, as reported by O. P. Austin, chief of the Bureau of Statistics.

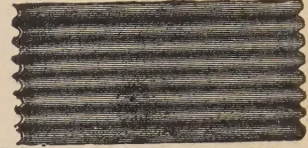
Fifteen new members have recently been added to the Grain Dealers' National Ass'n, making 47 that have been secured since the Omaha convention. The reduction from \$22.50 to \$15 in the initial payment required from new members, together with the recent achievement of the Ass'n at Washington, should make it easy to get eligible non-members to join.

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GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

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KANSAS CITY, Mo.

CHAS. H. RIDGWAY, Secretary

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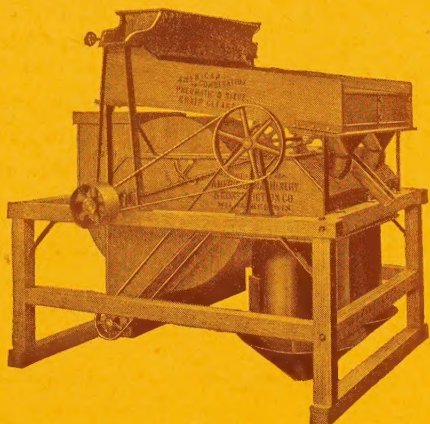
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H. M. GILES, Flour Exchange, Minneapolis, Minn.
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Write for our booklet "CLEANER GRAIN—BIGGER GAIN." It describes "How to clean grain for profit."

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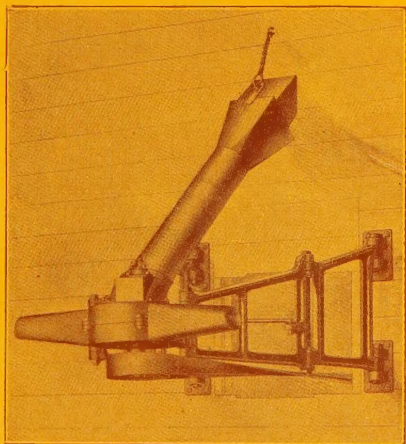
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